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LONDON OFFICH: 131. FLEET STREET. E.

Honggons, August 28rh, 1908

THE news from Canton during the past few days plainly shows that no relaxation of the boxcott of Japanese goods is yet countenanced by the Cantonese Guilds. Evidently a very class system of espionage. is maintained to ensure the strict observance of the orders of the guilds in the matter. yesterday to inquire into the circumstances When a member of a guild is proved to have dealt in Japanese goods he is apparently mulcted in heavy penalties. It may be accepted as evidence of the power exercised by these guilds that we hear of no open defiance of their orders in the matter, and of extremely few cases of clandestine dealings in the banned articles of trade; nor do we hear of offenders who have been muleted refusing to pay the penalties the -guild inflicts for "unpatriotic behaviour." No doubt the ostracism which a refusal would entail would prove far more expensive. It is curious to note, however, whereby the thieves can be traced. that while the guilds are re-affirming their the boycott, the Viceroy of Canton is pleased "coolie snatchers" by Sargt, Earner with to accept from the Government of Japan not only a monetary contribution but a large consignment of goods of Japanese manufacture towards the relief of the sufferers by flood in the riverine districts of the province of Kwangtung. The continuance the men to say the same thing on going perce of the boycott for so many months has undoubtedly been a severe blow to Japanese trade and commerce. Its effect on Japanese shipping has been especially marked, and most of the Japanese steamship companies engaged in the China coast and river trade have been obliged to go in for drastic econo-

permitted to continue? For the Government of Japan to make strong representations to Peking on the subject would doubtless serve only to make matters worse. She has wisely been adopting a conciliatory policy, but if there is any indication of improve. ment in the situation it cannot be very substantial. There is no present intention on the part of the the guilds to allow the boycott to "fizzle out," and so far as the 35; attitude of the officials goes, no consuming desire has been manifested to end the tension and restore friendly trade relations between the two peoples. There is only too much reason to fear indeed that the boycott movement has the Viceroy's entire sympathy, and that nothing is likely to be done either by moral sussion or by force to break the tyranny which the guilds exercise in restraint of trade. The Chinese Government. at the present time appears to be exerting [told at the Police Court yesterday. The coolie itself to suppress various political organisations which have proved themselves to be embarrassing to the local governing authorities, and the Government might well take into-consideration the dangerous tendency of the trade guilds to enter the sphere of political action. What is the difference, so far as Japan is concerned, picked up it was found that his injuries between the present situation and that of he was accordingly conveyed. half a century ago when restraint of tradewas desmed by Foreign Powers sufficient excuse for war? It would be idle to plead that to-day it is notethe Government who are enforcing restrictive measures, but the merchants themselves. The Government cannot entirely free itself from responsibility and blame while it allows these/guilds to exercise a tyranny in restraint of trade and

gives no sign of its disapprobation of such proceedings. The neglect of the authorities +o intervene with the object of stopping the boycott can only be viewed as lending it encouragement, and the Japanese Government would, it seems to us, be amply justified in making the prolongation of the boycott the subject of a strong diplomatic protest at Peking. We are not specially concerned for the power at which the boycott is simed. The weapon the Chinese are using has been directed before against the Americans, and unless the Chinese Govern. ment is made to feel its responsibility for the losses that ensue, it may at some future time be levelled against the trade of other Powers. The Chinese Government has the power to end the boycott, and its neglect to do so can only be regarded in diplomatic parlance, as a distinctly unfriendly act.

Lieut-Col. H. D. Stacpole, Army Accounts Department, has been appointed Chief Pay master at Hongkong, and embarks about September 15th.

Wednesday afternoon a coolin was entombed and was so severely crushed that he died shortly after he had been extricated.

The Chinese Government has decided to establish an Imperial University in the Capital at a cost of two million taels and to provide an annual appropriation of 200,000 task (Hear, hear.) for maintenance. A deputation has been sent to Japan to study the Japanese university but what I said was that every person of sense

The cruiser Crescent, Captain C. F. Hender son, was to leave Portsmouth on Angust 6th for the Far East with relief crows for the vessels recommissioning at Hongkong-and Shanghai for further service on the China Station. New ships' companies for sloops Utio and the Cadmits are coming out in the Cresc nt.

" Death was due to injuries received by falling into the dry dock." Such was the verdict returned by a jury who sat at the Magistracy measures they proposed to take. attending the death of an Indian watchman who was found dead in a dry dock at Quarry Bay, Mr. Kemp, sitting as coroner, conducted the

A burglary at the "Lucios Scientific Diamond Palace" in Queen's Road Central was reported to the police yesterday. The thieves had evidently effected an entrance through a broken famlight above the back door and collected undisturbed a fairly large booty. included some of the most valuable articles in stock, artificial diamonds set in gold, etc., and though the amount stolen has not yet been calculated it is tolerably certain to reach close, upon four figures. No clue has been obtained

At the Magistracy yesterday afternoon Mr. intention to ensure a strict enforcement of Kemp heard a charge preferred against two obtaining money from a boarding house keeper by means of false pretences. It appeared that they brought seven coolies to the boarding house and coached them under promise of receiving money to declare that they were willing to go to Singapore. They also taught the Registrar-General and explained of at the subsequent examination the y could withdraw this statement. In the meantime the "coolie suatchers" would receive money from the boarding house keeper and this they would share with the coolies. As arranged the coolies on the second examination refused to go" Singapore, and as the result of inquiries being mics. How long is this state of affairs to be made the conspirators were arrested.

It is reported that the Chinese captain of the TELEGRAMS. sailing ship concerned in the recent gun-running incident at Amoy has been sentenced to imprisonment for life. The rifles and ammunition seized have been confiscated.

The police raided a house at 27 Elgin Street on Wednesday and arrested eight gamblers. The latter resisted arrest and a lukong had a narrow escape from being thrown over the verandah. The defendants were each fined

Another instance of the "tricks that are. vain" was given at the Magistracy yesterday subsequently, for thirty years, Chief when a Chinaman employed at the Naval Yard was brought before Mr. Wood on a charge of stealing rivet heads. As is known, the employees. are searched on leaving the works, and the defendant knowing this had put almost a pound of these heads in his mouth. However, the trick was discovered. He pleaded guilty and was sentenced to one month's imprisonment.

The story of a goat and a P.W.D. coolie wes was engaged repairing the wires on the Shaukiwan Road and near where he was working a number of goats were grazing. One of the animals evidently thought the coolie's movements beded ill to it, and taking advantage of the man's head being lowered, it rushed at him and butted him so severely on the head that he was sent rolling into the road. When necessitated his removal to the hospital whither

Sir John Murray, who is on his way to visit Christmas Island, in the Indian Ocean, will, the London correspondent of the Scotsman says, be that Japan has practically refused to joined there by Dr. C. W. Andrews, of the Geological Department of the British Museum. Dr. Andrews, it may be remembered, visited Christmas Island ten years ago, and at the instance of Sir John Murray he stayed on the place for over a year for the purpose of making an exhaustive exploration of the fauna and flora of an oceanic island not up to that time inhabited by man. Since then Christmas Island has been opened up by the working of its guano deposits. and there is now a population, chiefly Chinese coolide, of about 1,000 persons. Paths have been cut through the island, which is estimated to cover filty square miles. Sir John Murray. who is the author of numerous pipers on subjects connected with geography, oceano. graphy, marine biology, and limnology has recently been making a short stay in Hongkong.

THE HONGKONG "OPIUM DENS."

STATEMENT IN PARLIAMENT.

In the House of Commons on the 28th ult.:--COLONEL SEELY, Under Secretary of State for the Colonies, replying to Mr. Lyttleton. said with reference to the complaint that the Government had taken action with regard to the closing of the opium dens without consulting the authorities at Hongkong, al though they did their best to ascertain the views of the people, it was quite impossible to get anything like a reasoned opinion from the inhabitants of Hongkong. He reasserted what he had said in a previous discussion, that it was the policy of the Government to close the As the result of a landslip at Yaumati on opium dens in Hougkong. That remained the policy of the Government, and as regarded that policy itself the right hon, gentleman would forgive him if he quoted words of his. Th right hon, gentleman sid on a former occasion I congratulate the Government and the Under-Secretary on having taken steps which

are entirely reasonable in the circumstances." Mr. LYTTLETON.-Lagreed with that policy.

presumed that the ordinary steps had been

taken that would make the policy palatable. COLONEL SEBLY said the ordinary steps could not be taken for reasons that he had given. The ordinary steps were now being taken, and the Government would not throughout on the advice they had recently obtained, and would obtain, from the Governor. He believed he would be able to satisfy the House that the best public opinion in Hongkong, and the opinion of the Governor himself, coincided with the policy of the Government as to the

> SWISS GIRL TO SWIM THE CHANNEL.

Mile. Marthe Rebert, aged twenty, of Neuchatel, who holds all the Swiss records in swimming both for long distance and speed intends to make an attempt to swim across the Channel this summer. - Last year with her older sister Cecile she created a sensation in Paris by swimming through Parls in the amateur race organised by the "Sports" journal, and finishing ahead a number of the best male swimmers.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report; On the 27th at 11.51 a.m.—The typhoon which was situated to the E. of Shanghai yesterday, has recurved to the N.E. and is now

The barometer has risen considerably to moderately at all stations, except at those on the N.E. coast of China and in Japan. Pressure is still high over the Pacific to the

E. of Japan. It is low apparently, to the Southward of the Bonin islands. Moderate N.E. and E. winds may be expected in the Formosa Channel and along the Northern shores of the China Sea. Hengkong mintal for the strivers ending

\$110 a.m. to-day, 0.10 inches. The forecast for the 24 hours ending at noon to-day is as follows :-

Hongkong & Neighbourhood. E. winds, mo-Formosa Channel ... moderate. South coast of China between | Same as No 1. . . Hongkong and Lamceks. South coast of China between Same as No. 1.

Hongkong and Hainan...

["DAILY PRESS" EXCLUSIVE SERVICE.] OBITUARY.

London, August 25th. The death is announced of Sir Eyre Massey Shaw, K.C.B., who was formerly Chief Constable and Chief the Fire Brigade, Belfast; and the Metropolitan Fire Brigade, London.

Sir George Barclay Bruce, the wellknown engineer, is also dead. Sir George began his career as a civil engineer under Robert Stephenson and at one time occupied the position Chief Engineer of the Madras Railway.

JAPANESE IMMIGRATION INTO AMERICA.

AN OFFICIAL CONTRADICTION.

Torro, August 27th. The Japanese Government has telegraphed through Reuter's Agency assent to the American proposals to negociate a new Immigration Treaty.

The statement is officially declared to be without foundation.

[REUTER'S SERVICE.] THE AMERICAN FLEET AT SYDNEY.

LONDON, August 25th. At Sydney, a review of 13,000 Common. wealth military and naval forces, together with detachments from the British and American warships in the harbour, has been held in the Centennial Park in honour of the visit of the American fleet, and in the presence of H. E. the Rt. Hon. Lord Northcote, Governor-Gener . C. Australia and Admiral Sperry commandance J. S. battleship fleet.

LOCAL SPORT. LAWN BOWLS.

An interesting match, the result of a challenge between members of the Civil Service Club and the Police Recreation Club (barring the regular Club Skips), was decided on the Civil Service's ground on Wednesday, evening. The C. S. C. Club were represented by C. Bond. (skip), A. M Thornbill, A. Blowey and P. R. Adams and the Police by W. Withers (skip), F. McHardy, J. Watt and G. Ogg. The C. S. C. Club mer started off with heads of 3-5 4, and were leading on the seventh head by 22 to 0 and went or improving matters until the final saw them rul out easy winners after playing fifteen heads b a remarkable win of 80 points to three.

IMPORTANT NAVAL APPOINT-MENTS.

The following appointments have been decided on, and will take effect soon: Rear-Admiral Sir Henry B. Jackson, now Controller of the Navy, will go affoat in command of the Third (Medi terranean) Cruiser Equadron : Rear-Admiral W B. Fisher will hoist his flag as second in command of the Atlantic Fleet; Rear-Admiral Six John R. Jellicos, who is new Rear-Admiral in the Atlantic Fieet, will succeed Sir Henry Jackson as a Lord of the Admiralty and Controller of the Navy; Captain Ernest C. T Troubfidge will become Private Secretary to the First Lord of the Admiralty; he is at present Chief of the Staff to Sir Charles Drury in the Mediterranean.

Before long officers will have to be appointed to replace Admiral Sir Gerard Noel as Commander-in-Chief at the Nore, Admiral Sir Charles Drury as Commander in Chief in the Mediterranean, and Vice-Admiral the Hon. Sir A. G. Curzon-Howe as Commander-in-Chief of the Atlantic Fleet. Rumour has been busy with these appointments, and definite statements bave been confidently put forward. But no decision has as yet been come to with regard to them and the matter remains very uncertain. With the appointment of Rear Admiral C.H. Adair to command the First Cruiser Squadron in succession to Sir Percy Scott, who goes to South Africa, another command falls vacant for Rear-Admiral Adair is at present in command of the Second (Atlantic) Cruiser Squadron.

THE FLYING OF THE UNION JACK.

Earl Howe in the House of Lords asked his Majesty's Government, "with a view to removing any possible doubt that may exist on the subject, whether it is a fact that the full Union Jack may be flown on land by every citizen in the Empire as well as on Government offices and public buildings

The Earl of Crewe said many of them knew that there had existed in the public mind a curious notion as to what flag might be and what flag might not be flown. At one time it seemed to be believed that the Royal Standard could be flown anywhere and by anybody. That, however, was not the case. The Royal Standard was the personal flag of the Sovereign and could not properly be flown without his Majesty's permission, which was only granted when either the King or Queen was present. That state of things did not apply to the Union Jack. The Union Jack should be regarded as the national flag, and it, undoubtedly, might be flown on

land by all his. Majesty's subjects. The Earl of Meath said he was much obliged to his Majesty's Government for clearing up this matter, on which there had been a little doubt. Some instances were known in this country where the Union Jack had been pulled a large craft, manned by Chinese, attempted to

SUPREME COURT.

Thursday, August 27th.

IN ADMIRALTY JUBISDICTION. BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE), WITH COMMANDER R. M. PEN FOLD, R.N., AND CAPTAIN ROBINSON

(NAUTICAL ASSESSOI'S).

INTERESTING SALVAGE CLAIM, Chun Tak Leong and Co. aued Mesers, But. terfield and Swire and the China Navigation Co. Ld., their claim being for \$10,8333 held by defendants as payment for services rendered in connection with the stranding of the s.s. "Akashi Marn."

Mr. M. W. Slade, instructed by Mr. J. Scott Harston (of Messrs. Ewens and Harston) appeared for the plaintiffs, the defendants being represented by Sir Henry Berkeley, K.C., instructed by Mr. H. J. Gedge (of Messes.

Johnson, Stokes and Master). It was mentioned in the statement of claim that the plaintiffs were merchants carrying on business at 26, Des Voeux Road West, and the defendants, Messrs, Batterfield and Swire, were the agents in Hongkong, for the defendant Company, The "Akashi Maru" left Amoy on a voyage to Hongkong having on board, stored in the treasure room, treasure in the form of coins to the value of \$28,050 consigned to the authorised a denial of the statement which were unknown to the plaintiff. At 8.25 a.m. on September 30th, 1906, the ship struck the outer part of the North Merope were made to the s.s. "Yochow" belonging to which was close by on a voyage from Amoy to Hongkong, The lifeboats of the "Akashi Maru" were launched and 62 steerage and seven first class passengers and the captain, officers and crew of the " Akashi Maru," 129 in number, were safely carried to the "Yochow," The lifeboats were manned by the crew of the "Akashi Maru," and assisted during one or more trips by an officer and some of the men on the "Yochow." On her seventh and last trip the "Akashi Marn's" lifeboat safely carried to the "Xochow" the captain and officers and the contents of the treasure room of the "Akashi Maru," all with the exception of one bag of mails which was lost on being lower. ed into the lifeboat. The" Yochow" proceeded on her voyage to Hongkong, and the nine bags of mails from the "Akashi Maru" were delivered to the Post Office, and six boxes and ten packages and one brown paper parcel were delivered to Butterfield & Swire. The plaintiffs shortly afterwards found that one box of silver coins containing \$4,384 had not been received by possession of the defendants \$29,807,12, of which \$21,666 was the property of the plaintiffs. Th

defendants, Butterfield and Swire, at some date unknown to the plaintiffs, delivered to Chinese Imperial Maritime Customs the value of \$241.12, part of the treasure received from the "Akashi Maru," leaving treasure to the value of \$29,566 in their hands; and the defendants claimed to be entitled to retain one half of this amount, namely, 314,783 remuneration for the salvage services rendered. On the 12th December, 1906, the defendants delivered to the respective owners one half of the treasure held by them, leaving in their hands treasure to the value of \$14,783 which treasure to the value of \$10,833 belonged to the plaintiffs. The plaintiffs claimed (1) That the award due to the defendant company for salvage services rendered to the plaintiffs in salving the plaintiffs said treasure be assessed by this honourable Court; (2) That such sum as may be awarded for salvage services in respect thereof; (3), Or that in lieu thereof the defendants do pay to the plaintiffs as damages the sum of \$10,833 less such sum as may be awarded as aforesaid; (4) \$1,000 damages for the wrongful detention of the said \$10,833, -

In the statement of defence the defendants Messrs. Butterfield and Swire, said they had no interest whatsoever in the subject matter of this action. In all matters and things connected with the claim they had acted merely as the agents of the defendants, the China Navigation Co. Ld., and in no other capacity. The China Navigation Co. say that on the voyage of the "Akashi Maru", and at the time of the salvage services, the "Akashi Maru" was carrying a large number of passengers, and also treasure belonging to the plaintiffs and others, and that the passengers and treasure were saved from loss solely by the exertions of those on board the "Yochow." The wind was blowing with a force of six and upwards, and while the 'Akashi Mara" was in danger of being completely lost, together with all those on board, the salvage services were rendered. It being observed by those on the "Yochow ! that those on the" Akashi Maru" launching life-boats, those on the "Yochow" whited until such boats, rowing with the windand tide, ran alongside, and then all the occupants of such boats, consisting of certain of the passengers and certain of the crew of the "Akashi Maru," were safely hauled up on to the "Yochow." The second journey to the "Akashi Maru" was even more difficult and dangerous than the first, by reason of the force of the wind and sea. The number of persons rescued from the "Akashi Maru" was 133 in. addition to the captain, officers and crew, During the second journey of the said life-boat

intercept the course of the life-boat and prevent ber from reaching the "Akashi Mara," and such craft only desisted from the attempt because it was fired upon by those aboard the "Yochow." The China Navigation Co. say that the total amount of treasure which came into their hands *mounted to \$19,833.86 Hongkong currency, of which \$21,449.34 and no more was qlaimed by plaintiffs as their property. The Chica Navigation Co., thought they had a lien on the sum claimed by the plaintiffs and that they were

entitled to retain such sum as a reasonable reward for the salvage services rendered. The defendants, the China Navigation Co., by way of alternative defence to the whole action brought into Court the sum of \$2,144,93, and said that sum was sufficient to satisfy the plaintiffe' claim Mr. Slade said this action came before the Court in a somewhat unusual manner. It was an action to assess salvage services, brought, not by the salver, but by the owner of the property which was salved. The defendants had adopted a decidedly unusual course of practice by taking the law into their own hands and assessing the value of their services at half the value of the treasure salved and keeping it, instead of doing what is usually done, applying to the Court to assess the value of their services and to fix the award to which they were entitled. When analysed, the allegations of fact in the pleadings did not differ meterially, except in the degree of violence and plaintiffs, together with treasure to the value of the amount of danger which was met with by \$8,141,12 consigned to other persons, ten bags the salvers. It was a matter of common of mails and other packages, the contents of experience to the Court that salvors always thought they had done most remarkably well, even when they had done only well, and the fact that possibly the reward would Shoal, and remained fast. At that time be enhanced by the weather being made to the wind was from the north east, and blow. appear worse than it perhaps was, sometimes ing with about force five. There was a heavy tended to make them think it was very bad when swell on the port beam of the "Akashi it was only bad. In this case they were depen-Maru," and the tide was about high water, dent to a large extent on the logs of the Shortly after striking, signals for assistance "Yochow." The logs were written approximately at the time of the occurrence of the the defendants, the China Navigation Co. Ld., events, and they were perfectly content to take the allegations in those logs which, he thought would be found to differ very widely from the allegations of witnesses who would now speak of their recollections of weather nearly two years ago. His Lordship would see from the statement of claim that they did not seek in any way to minimise the services rendered. There was a heavy swell and a moderate breezeand there undoubtedly was considerable merit in the action of the crew of the lifeboat who rowed of to this ship as she lay upon the resf and rescued people from her. They had a very hard pull against the wind and tide, and necessarily when laying alongside the ship they had to be careful that they were not thrown against the side and the boat stove in. He did not wish to minimise the value of the crew's services, but a claim of \$14;000 for rowing a quarter of a mile in a lifeboat which did not belong to them was rather a stiff charge. The time occupied from the striking of the "Akashi Maru" until the "Yothow" had got her anchor up and was away on her the defendants, Butterfield and Swire, making herself, his Lordship would be satisfied, was voyage was only about seven hours. The ship never in the elightest danger. She had any amount of searcem, came round in a wide circele with her tow behind, and had her head to the wind and sea under the les of this shoal, where she anchored. Counsel submitted that all the risk run in this matter was run by the men who rowed off in the boat. They were the only people who did anything very material or very meritorious, and he did not wish a to decry their merit in the slightest degree. The total amount of the treasure salved was \$29,833.86 and out of that the plaintiffs owned \$21,499.34, leaving \$8,334.53 belonging to other people. From the beginning the defendants had claimed to be entitled to have the total amount salved, that was to say \$14,916.93. Taking \$350 as a fair day's pay, it worked out that they were demanding six weeks psy for seven hours work, rather a handsome scale of remuneration. In the early part of December, 1906, the defendants returned the the defendants be ordered to deliver to the whole of the treasure to the various owners plaintiffs the \$10,833 in their possession, less on receiving a deposit of fifty per cent. of the value. Salvage rewards ought to be liberal so as to encourage people to render salvage services, and he would ask his Lordship to render a liberal sum in this instance making the amount in some sort of proportion to the services rendered. A salvage

> His Lordship-What proportion of salvage generally goes to the owners?

service was a signal service, and was not

estimated by so much for this and that except

under very extraordinary and exceptional

circumstances. He did not see on what possible

principle of justice the defendants could be

entitled to hang on to the money in the way

they had, neither did he see how they should

gain any advantage from it.

Mr. Elade-It depends entirely upon the circumstances of the case. There is no fixed proportion at all. What goes to the owners is always in proportion to the risk the owners

Evidence was called, and the case adjourned.

CHOLERA ON THE "ARRATOON APCAR,"

From the Japan papers which arrived by yesterday's mail, we learn that three cases of cholera were discovered on board the Arrateon Apcar on the 17th inst, when she arrived off the Yokohama broakwater, the victims being a Chinese and two Indian passengers. The sleamer, together with her passengers, was at once taken to the Nagahama Quarantine Station for disinfection and detention there for five days. One of the Indian patients succumbed. to the malady during the day.

A telegram to the N. G. Daily News, dated the 23rd inst., states that the outbreak originated among the Lascars and spread from them among the passengers and crew. The vessel has been detained for five days, dating from the 22nd, for renewed disinfection.

August, 26th. incrnase of salabies. ~

Prices of all kinds of articles having increased considerably of late, almost doubling the cost of living to what it was a few years ago. Sir Robert Hart last year instructed the Commissioner of Customs in the Kwangtung Pro. vince to add to the salaries of the Chinese staff of the Customs a bonus of 10 per cent. on this account.

It is now reported that Mr. Paul H. King, instructions from the Acting Inspector-General of Customs to replace the bonus by a definite increase of 10 per cent. in the salaries of the Chinese staff, commencing from the month of October. 🕒

The following is a translation of a circular issued by the Piece Goods Guild here :-

THE BOYCOTT.

the 16th day of the 4th moon this year the Guild sent a notice round to all the merchants merchants for answering the call.

that hereafter we will not purchase any fresh trip. goods (Japanese) and will strictly adhere to our duly to our country.

at the meeting and we trust that you will obey

Hereafter all merchants of this Guild who break this rule are liable to be fined \$50 as a warning to the merchants.

2. Should a delinquent firm or merchant refuse to pay the fine imposed, all the merchants of the guild will cease to transact business with that firm and we wil immediately publish the name of firm in the newspapers, denouncing the proprietors of the firm as men devoid of shame, so as to caution others.

2. The merchants of this guild will cease to transact business through any brokers who are discovered to be claudestinely purchasing (forbidden?) goods on behalf of any firms. The breaking of any of the above rules means disobedience."

The Bank Guild has also announced to the public that they have recently discovered that several banks are devoid of shame in making admits that a series of bad years or an abnormal money by purchasing money (Japanese) and negotiating drafts. They state that the proprietors of these banks are desirous of breaking up the Boycott Union, and that the public are greatly incensed against' them for their "abominable behaviour."

The Guild has resolved that hereafter, if any of these "cold-blooded reptiles" should have the audacity to disregard the rules of the guild, all other banks will cease to transact any business whatever with them.

THE FLOOD FUND BAZAAR,

The Bazaar Committee reported that theycollected \$637.70, \$418.60 and \$7,045.50 on the 23rd, 24th and 25th instant respectively.

It is reported that many of the prominent purchasers at the Bazaar have not yet paid the money enabling them to take delivery of their purchases.

The Bazaar Committee have not complied with the request of the Canton Press who asked to be supplied with particulars of the auctions. In the meantime much unpleasant correspendence has passed between the Committee and the Press. The merchants in Fatshan recently decided to hold a similar Bazsar, but have now ancounced to the public that they have abandoned the idea. This is probably due to the existing prestisfactory state of affairs in connection with the Centon Bazaar.

"INCOMPREHENSIBLE LAWS." Recently the Hien Ching, Pin Cha Koon, the New Board or Department established at Peking to make preparations for parliamentary government, sent a despatch to Vicercy Chang inclusing for his consideration a copy of the new laws. The Viceroy, after perusing the laws carefully, has memorialized the Throne to the effect that Chinese laws are too stringent and foreign-laws too lenient. The Government should strive after the happy medium. He says moreover that there are a lot of new terms (Japanese) in the new laws sent to him by the above Department and that these are incomprebensible to every one, including the Chinese professors of the local Law College who studied in Japan. The efficials being unable to grasp he meaning of the laws how, asks the Viceroy would the people interpret them? Now-a-days whon so many international affairs arise, these incomprehensible new laws might lead to complications involving the State in serious trouble. He advised that laws should be drawn up in Chinese style and he entreats the Board to

THE ANGLO-JAPANESE ALLIANCE

eliminate foreign terms and words.

Count Jutaro, Komura, G.C.M.G., G.C.V.O., late Japanese Ambaseador to the Court of St. James's, now Minister for Foreign Affects gardens. He said :-

I am going home with my convictions strengthened in regard to the value of the Anglo-Japanese Alliance in the preservation of peace; and also with the absolute conviction of the good will and sincers friendship of the English nation towards Japan, which the Japanese nation is always ready to reciprocate

SHIPPING NEWS.

LATEST STEAMER MOVEMENTS. 🎋 The str. Flintshire left Shanghai on the 27th 30th inst. morning.

The Russian str. Arconia left Kobe on the 26th inst. p.m., and may be expected here on or about the 2nd prox.

AGROUND IN THE BUEZ CARAL Maru," outward bound, ran aground in the on the 9th. No damage was enstained!

THE JAPAN CHINA STRAMSHIP COMPANY. Bad as the freight market has been, the Japan-China Steamship Co. are reported to be Commissioner of Customs here, has received anticipating even duller times, and the Directors have decided on "drastic economies." These include the discharge of all the Company's foreign employees with the exception of Captain Scott, who is well known on the Yangtse. There are fifty-two foreigners at present employed on the Company's ships, The Japanese staffs in China are also to be considerably reduced.

"We beg respectfully to inform you that on in the official test conducted on the Japanese the sanest conclusion an observer may come to have been branded perhaps quite undeservedly. of the smaller type, destroyers, etc., with devices sion of the matter in the House of Commons many underwriters hope that the practice will calling upon them to carry out the duty of up- for the use of either coal or crude oil, A would be useful. The conflict is not one of be sternly discouraged by those upon whom the holding the honour and dignity of the people further experiment will be made with the big opinions. The issue is concerned with the ohief responsibility clearly lies, and the country. We are deeply grateful to the battleships, and the Yag mo (9,800 tons exactness, or inexactness, of modern methods "In the meeting held to day we all declared its completion the Yagumo will start on a trial admits that some steamers built to the old

> JAPAN AND SHIPPING SUBSIDIES. Chronicle, that the policy of shipbuilding that in a single instance there has been danger studied conditions here, and watched their effect for to put it in another way, the scientific on the national industry, will not be inclined to | exactness of their calculations that if certain would do well to adopt some of the methods of precautions taken with regard to openings, there is general complaint that there is no depression, are other stories. money in the business. There will be no improvement until trade generally shows signs | Summerbell, said, by the way, that it was not of recovery, and even then it will be some years before the shipping industry returns to a con- amount of additional tonnage that vessels had dition of prosperity, as the excess of tonnage produced by recent wars must first find employment. Certainly the experience both of Japan and Germany shows that subsidies are no remedy, but that they toud rather to increase the difficulties of the problem by promoting construction in excess of the demand. GHRMAN SHIPPING.

In a letter to the Frankfurter Zeitung the managing director of the Hamburg-American Line, Herr Ballin, denies the recent reports of negotiations between the large German ship. ping companies and the German Government with a view to obtaining indirect subventions in the form of loans of public money for new construction. On the other hand, Herr Ballin extension of the subsidy system aboard might ultimately compel German shipping in selfdefence to appeal to the State for assistance. In his opinion the best way out of the difficulties. of this complicated question would be to summon an international conference on the

sperous year, and the annual report of the almost impossible, to find any employment that Hamburg Shipowners' Association shows that, would make both ends meet, much less leave a in German shipping circles, the tendency on profit. How-long this was likely to last it was part of States like Holland, Belgium, and impossible to foretell. They might have a spurt Sweden to grant increased subsidies to their in freights now and again, but he did not look own shipping is being viewed with considerable for a lasting improvement for some time.

3 SHIPPING CLAIMS AGAINST EUSSIA. In the House of Commons last month in reply to a question by Mr. M'Arthur (Liverpool, for years, and seemed now to be nearing a Kirkdale, Opp.) as to the claims for compensation for losses sustained by the British ships St. Kilds, Hipsaug, and Oldhamia during the

Rufso-Japanese war. Mr. J. A. Pease (Essex, Saffron Walden), on behalf of the Foreign Scoretary, said,—My | right honourable friend has nothing at present to add to the answer he returned to a similar question put by the hon, member for Darlington on the 11th ultimo, to the effect that those particular cases are still before the Prize Court. and that the Embassy is doing all in its power i to expedite the hearing.

In reply to another question, relating to the Knight Commander, Calchas and Malacca. Mr. J. A. Pense said,—As regards the Knight Commander my right hon, friend must shipowners and traders losses incurred through refer the hon, member to the answer he the capture of shipping by the enemy in the gave on the 2nd ultimo to the hon. member for North Hackney, in which he stated that the Russian Government had refused. to submit the case to arbitration. His Majesty's recommend any alteration in the existing state Government have expressed their regret at this of things, and that a strong Navy was the best decision, and have set forth in an official maisgnard. "No doubt a strong Navy is a safe- | the great blackboard on which their scores in declining to assent to their proposal. As my | would be inadequate to attend to its business of | gather. At the end of the 800 yards Gray right hop. friend stated in his answer to the hon. of fighting the enemy and at the same time to led the field with 242 points, while Spittal member for Darlington the 11th ultimo, the be looking after our thipping. In a great war was two points behind, with Sergeant Fitz, of been called to the case of the Caichas. The Russian Government have agreed to pay a lump sum in satisfaction of the claims arising out of the detention of the Peninsular and Oriental Company's steamers Malacca and Formoss, and these cases are in course of settlement.

HIGH-SPEED SHIPS. Shipping people in this country, says a London paper, are not a little interested in the story from Germany-since contradicted in a variety of ways—to the offect that the Imperial Government has it in its mind to take over the deets of the Hamburg-American Line and the Norddeutscher Lloyd. On the face of it such a | of the steering gear. The vessel was navigated | rifles and the call of the sergeant with the chalk. semi-official contradictions which followed hard no blame to be attached to Mr. Frederick Brown | came, for Spittal missed the target altogether on the announcement were, therefore, a little the registered owner, or Mr. John James once, and then followed with a two and two unnecessary. Nobody on this side of the North Richards, superintendent engineer of the com- threes, while Gray, firing rapidly, made seven Sea, at any rate, believes the story in that form. pany. The cost of the vessel was £16.475. At withstanding Herr Ballin's devials, to see in dom the managing owner assumed her value at it a reflection of the Teutonic mind working about £20,000, but the Court could not assume round to the view which prevailed here when her value at a greater sum than the original the British Government lent to the Cunard price paid for her. There were insurances by Company the money for the Lusitania and the persons having no insurable interest in the ship, first year at Bisley. Sergeant Norbury of the Mauretania. In this country we had ceased to cargo, or freight to the extent of £12,600, in 5th South Lines, was second with 321, and develop the Atlantic liner for speed. The smounts varying from £100 to £3,400. The Ommundsen third with 320, Cunard Company had allowed the Campania Court desired to express its strong disapprobaand the Lucania to stand as its last word for tion of all insurances by persons who had no before leaving London, received a representatibe time being, and after the production insurable interest in the vessel insured. Such tive of The Times at the Embassy in Grosvenor- of the Oceanic, the White Star Line had insurances tended to reduce the premiums to be reverted to intermediate beats like the Celtic. paid by ordinarily interested insurers, and also of his victory was made. Gray was pulled up Cedric, Baltic, and Adriatio. There was a to throw auspicion on owners, captains, and consensus of opinion that higher speeds did not cofficers on the ground of the vessel being overpay, and a fairly general belief that pace was insured. Speculative gambles such as these

rated too highly as an inducement to traffic. Only at the Admiralty was there a hankering after high speeds on the Atlantic. The explanation of this was not difficult to discover. All the Atlantic records were held by German. glad to note that Mr. Maclean is to ask the when the fuss was over slipped into the post

eminence as a naval Power. It was essential to | lete this class of wagering has become a feature our scheme of naval defence that the fastest of the market, and attention was called to it armed merchantmen in the world should belong some weeks ago in these notes when the habit to us, or, alternatively, that no foreign Power had become especially notorious. As the matter should have faster armed merchantmen than we concerns people far outside insurance circles, it inst. at 11 a.m., and is due here on or about the had: Not only had Germany faster armed should perhaps be explained that policies effected merchantmen, but she kept on repeating them. with a provision that no proof of interest is The historic arrangement with the Cunard required other than the production of the policy Company was the ours for the trouble suggest- are legally void, but in many cases they fulfil a ed and approved. Our friends in Germany want and are not open to serious objection on The str. Ghazes arrived in New York on the cannot do anything else. Their need is for armed merchantmen; not less fast than the big for people having no direct or indirect turbine Cunarders, and the first cost of such interest in the venture assured, and re-The Nippon Yusen Kaisha's s.s. "Kamakura vessels is far beyond what the economy of an ferred to in Mr. Maclean's question, fall ordinary commercial undertaking can stand. within quite a different category. If certain Sues Canal on the 7th inst, but was refloated The German naval authorities must pay for men are placed in a position to gain a large what they want, just as Whitehall had to pay. sum of money by the loss of a vessel and to lose They cannot escape the obligation to do so. a moderate sum by her arrival, and the captain. They must pay, and, conceivably, there is no cor engineer happens to be a man of a weak diseasier way to do so than by advancing the money | position, it requires no great effort to imagine | to the shipping companies at a low rate of a conspiracy to cast away the vessel. And when

THE NEW PRESSOARD REGULATIONS. 3 temporary, that seafarers are still keenly come to light, are sometimes highly suspicious, critical of the new British Freeboard Regu- it becomes a serious question for underwriters lations by the interrogation which Mr. whether they are not giving facilities for fraud Summerbail addressed the other day in of the worst description. Incidentally, the Parliament to the President of the Board effect upon the ordinary current of business is of Trade. The question of deeper loading has prejudicial, and owners and reinsurers are quick In view of the satisfactory results obtained now been considered in almost every aspect, and to feel the effect when their particular risks dispatch-boat Yayeyama of the use of orude oil is that time must be left to settle the contro- there are grounds for thinking that the market for fuel, the Admiralty has decided to fit cruisers | versy. The doubt is reasonable that any discu- is more alive to the objections than it was, and displacement) is now being fitted with apparatus of naval architecture, and the House of Comoriginally designed for use on the Satsuma. On mons is ill-equipped to decide that. Everybody Freeboard Regulations may no be too comfortable at sea loaded down to the new marks, It is becoming evident, remarks the Jupan but nobody has been able to show conclusively "Following is a list of the regulations framed subsidies and bounties in Japan is breaking through the deeper loading. Lloyd's Register, down, being subjected to keen originam from the British Corporation, and the Bureau Veritas. within as well as without, and those who have are, in fact, justified by the casualty statistics. will not purchase any fresh goods. Those agr e with the suggestion that Great Britain things were done structurally, and certain either Japan or Germany in this matter. In ships would be absolutely safe with so much less - 1 ris man came into view as the triumphal for each offence. Seventy per cent of the fine the latter country the shipping industry is freeboard, are confirmed. Whether the deeperwill be given to the informer and 30 per cent. suffering at least as much as, if not more than, loaded ships are less comfortable, and whether not a grizzled veteran, qualified by years' will be retained by the Guild. This will act bit is in England. Retrenchment is the order of the great increase in the carrying capacity of experience of Bisley, but mere strip of a lad. the day all round, dividends have declined, and the ships of the world is a cause of the current

> possible to give any reliable estimate of the the Empire in the King's Prize competition. been enabled to carry owing to the change. The explanation of this is probably that the Board of Trade takes no stock of dead-weight tonnage; Its standard is gross tonnage. A very well known shipowner, whose vessels are to be found in every quarter of the globe, estimated in the course of conversation that the increase in the case of his own feet was equal to 6 per cent. Taking the trading tonning of the British mercantile marine altogether, this is not far off the real average, we imagine, and it explains much more than other less obscure things the persistence of the current depression in ship. ping. The trade of the world, that is to say, has not only to absorb the overproduced tonnage of the last shipbuilding prosperity, but this 6 per cent. contributed by the new Free Board Regulations as well."

GLOOMY OUTLOOK. Presiding at the annual meeting of the General Shipowners' Society in London last month, Mr. Charles Brightman, Chairman of the Society, said probably at no time, certainly not in his, had the shipping trade been in se depressed Hamburg shipping has not had a very pro- a condition as it was at present. It was difficult. Referring to the future administration of the Port of London, the Chairman said it had been agitating the minds of the shipping community settlement. He hoped that with some suitable modifications the Bill before Parliament would shortly become law. The first few years of its existence would be critical; and it was, therefore, necessary for the best men to aid in making London a more successful port than it was at present. It was interesting to note that members of the Port Authority would be excused from serving on juries. Other interesting points touched on by the Chairman were the employment of Chinese crews, which, he said, appeared to be settled for the present by compelling the men to pass a test in the English language when not British subjects. and the question whether it was desirable that the State should undertake to make good to time of war. The latter question had been considered by a Departmental Committee, who had come to the conclusion that they could not

SPECULATIVE MARINE INSURANCES, Judgment was given in London, last, month in the case of the steamship Albion, the loss of all, the 1,000 yards began. By now many which on the Spanish coast had resulted in an | hundreds of visitors were on the common inquiry by the Board of Trade into the circums | gathered in silent lines behind the line of tances of the wreck. Mr. Marsham, Stipendiary marksmen who stretch down the hill. As Magistrate, was the president of the Court, and Gray's rifle rang out quickly time after Commander Lyon, B.N.B., Captain Walker, and | time, the crowd behind him gradually grew. Mr. J. Shaw acted as assessors Mr. Marsham, larger, until at his last shot half the people at in delivering the judgment of the Court, said he | Bieley were massed around his scoring board. found the cause of the accident was the jamming | But there was not a sound, beyond that of the proceeding would be a little ridiculous, and the | in a proper and seamanlike fashion. There was | The excitement rather died away as the end Quite a large number profess, however, not. the time she last sailed from the United King-

should be prohibited by legislation. of things was inconsistent with Britain's buestion regarding speculative insurances. Of burgh, Dumbartonshire.

public grounds. But the transactions effected it is found that the rate of mortality among boats upon which such insurances are placed is We are reminded, says a London con remarkably high, and that the facts, when they

THE KING'S PRIZE AT BISLEY

VALUE OF LIGHT RIFLE PRACTICE.

The King's Prize was won at Bisley' by Private George Gray, of the 5th Scottish sadors, the Danish, Mexican, Chilian, Swiss,

The skirl of the bagpipes came over the heather, a crowd of cheering riflemen, camp followers, and policemen barst round the corner from Stickledown Common, with the chair of victory borne shoulder high, and the King's procession turned down toward camp. He was with the end of a cigarette between his lips. History was repeating itself. A few years Sir Hudson Kearley, in his reply to Mr. ago a young Scot in his twenties-Ommundsen -beat the thousand and more picked shots of The King's Prizeman this year is twenty-not yeta man in law—and a Scot. Ommunidsen comes from Edinburgh. Private Gray comes

from Glasgow. It is the first time he has ever been to Bisley. Four years ago he joined the 1st Lanark Volunteers, now the 5th Scottish Rifles of the Territorial Army, but it was not until two years ago that he made up his mind to be a orack shot. Before that he was a farmer's apprentice in Dumbartonshire. Then he went into his father's oilskin business in Glasgow, and it was here that he found the first opportunity of shooting.

MINIATURE RANGE. A miniature rifls r n to was set up in the garden of his father's house, and the young man made a very close study of shooting, and practised assiduously at his little range. He did well at his battalion competitions, and haddetermined on coming to Bisley last year, but his father was sill, and Gray had to stick to business. He soon showed that he was going to be one of Glasgow's best shots, and he came to Bisley this year intending to win.

"It is what came to Bisley f r." he said with a smile, when asked after his final shot whether he had expected to win. The finish of the shooting for the King's Prize was unexciting, although the success of a lad of Gray's age rendered it remarkable. Fir. ing began in the morning at the yards rauge on Stickledown. The hundred men who had won their places in the flual stage from among more than a thousand competitors now had to make their last thirty shots-ten

each at 800, 900, and 1,000 yards. It was a morning of blazing sunshine, giving clear light on the targets across the common. but a breeze blow in gusts, and now and then a cloud robbed the marksman of his light just as he was pulling the trigger. The result was that some of the best men's scores varied considerably, and "outers" and "inners" often came up on the far away recording disc when

'bulls'' were expected. 'l'wo of the youngest men of the hundred lay aide by side—Gray, of Glasgow, and Lieutenan Spittal, of the Canadian contingent. The Scotch terrier" was in loose grey flannels with a soft grey wideawake hat over his eyes The Canadian in khaki uniform, with high crowned . B.P." hat, looked the smarter man, and his thin, brown-face looked-as-resolute as that of one of Cromwell's Ironsides.

TES LAST STACE. They begin the last stage of the shoot nearly is vel. Spittal having made 193 and Gray 195 in the previous stages. It was behind despatch the grounds on which they are unable guard," the Chairman added, "but in a great | were being chalked up, shot by shot, that the to share the views of the Imperial Government | war I feel sure the Fleet, whatever its size, | largest crowd of the Bisley fortnight began to attention of the Russian Government has again some sort of State indemnity will have to be the Highland Light Infantry. Then came given, I consider, in order that the country may | the 900 yards at the end of which the young not have its food supply cut off." (Hear, hear,) Scot and the Canadian were equal, with 286

points each. It was afternoon when the last shoot of "balls" out of ten shots and three "fours."

Other men also fired splendidly, but Gray's lead stood him in good stead, and he finished the shoot with a total of 325 points, winning the King's Prize of £2:0 and the N.R.A. gold medal and badge—not a bad beginning for the

It and auarter of an hour or more after Granged his last shot and after every one knew he kill won before the billioist declaration Tenns, M.P. and Mrs Mckenus, Meast-Mrs and introduced to Mr. Haldane, who shook hands and offered congratulations.

CHEEBING THE VICTOR.

Then the multitude swept the King's Prizeman | Christopher, Mrs Berger and Miss Mary Ellis, into the chair and hoisted him up and bore him On this subject the writer of Marine In- off to camp to the tune on the bagipes of "See surance notes in the Times said on July 25 :- the conquering here comes." Gray took his One may safely say that many underwriters are honours with the calmness of a veteran, and built and German owned liners, and such a state President of the Board of Trade on Monday a office and sent a telegram home to Helens.

THE FAMOUS D.C. L. GINS.

TOM" AND "DRY"

UNEXCELLED IN QUALITY.

SOLE AGENTS-

PRICE PER DOZEN

PRICE & CO., LTD. TELEPHONE No. 135. WINE, SPIRIT & CIGAR MERCHANTS,

Hongkong, 24th August, 1908.

BIRTHDAY.

HOW-IT WAS OBSELVED IN LONDON

Emperor of China, the con. Arthur Walsh,

M.V.O., Master of the Ceremonies, called at the

Chinese Legation in Postland-place, London,

and saw the Chinese Minister, to whom he

conveyed the King's congratulations. The

The Chinese Ilinister gave a dinner in the

evening at the Ritz Hotel in celebration of the

crimson roses. Among the invited guests were

the Russian, American, and Japanese Ambas-

and Swedish Ministers, the Peruvian Charge

d'Affaires, the Home Secretary, Lord Fire-

maurice, Sir Robert Hart, Lord W. Cocil, Lord

Sanderson, Sir T. Campbell, Sir John M'Leavy

Brown, His Excellency Kwai, His Excellency

Wang, the Lord Mayor, Mr. W. Langley, Mr.

C. K. Shen, Mr. B. Alston, Mr. W. Tyrrell, Mr.

Y. L. Whang, Mr. R. F. Syt ge, Mr. Ivan

Afterwards a reception was held in the ball-

room and the adjoining Louis XVI. foyer,

which were beautifully decorated with tall

palms, foliage, flowering plants, smilaz, and

baskets of rambler roses and pink flowers.

The mirrors were decorated with smilax,

and the buffels with palms, hydrangeas,

sweet peas, and hirely poppies. Over 1,500

invitations were issued. Two bands played a

selection of music, one in the gallery and the

other in the ball-room. Among those, present

were Prince Michel Mirski, Prince and Princess

Batthyany-Strattmann, Prince Antoine Bibesco

the Dac and Duchesse de Lousadu, Marquis and

Marquise de la Begatticia, the Spanish Ambas-

sador and Mme. de Villa Urrutia, the Haitian

Minister, the Peruvian Charge d'Affaires.

Senorita Lemboke, the Chilian Minister,

Mme. and Miles. Gana, Mile. Covarrubias,

the Siamese Charge d'Affaires, the Colom-

bian Minister and Mme, Mlle. Gutiérrez-

Ponce and Mile. Teresa Gutiérrez-Ponce, the

Uruguayan Chargé d'Affairs the Marquis de

Berumont, the Marquis and Marchioness of

Tweeddale, the Earl and Countess of May,

Earl and Countess Waldegrave, Count and

Countess Wedell, the Earl and Countess o

Craven, the Earl and Countess of Northbrook

Mount-Edgoumbe, the Earl and Conutess of

Kimberley and Lady Isabel Wedehouse the Earl and Countess of Mayo, Amy Lady Polly, Lord and Lady Weardale, Lord Music, Lord

Kinnaird, Lord Gleneck, Lord and Lady

Sinclair and Miss St. Clair, Lord Acheson

Lady Rossmore and Miss Taylor, Lord and

Lady Pirrie and Miss Carlisle, Lord and Lady

Northeliffs, Lady Bowen, Lady Ulrica Thynne

Baring Lawford, Mr. Rupert and

and Miss Tynne," . my Lady Coleridge and

and Miss Head, the Downger Lady Miller

of Glenke and Miss Miller, Mr. and Lady

Kathleen Gaussen. Viscount and Viscountess

Maitland, the Lady Mayoress, and Lady

Lawrence and Miss Lawrence, Lady William

Lennox, Lady Petre, Viscount Valentia, M.P.

and Viscounters Valentia, the Marquis and

Marchioness of Dufferin and Ave. Lord and

Lady Ashbourne and Mis Gibson, Lord, and

Lady Dunedin and Miss Grabam-Murray, Lady

Frederick FitzRoy and Miss Ethel FitzRoy

Phillimore, Major-General Sir Stanley and

Lady Clarke, Admiral the Hon. Sir E. and

Lady Fremantle, Sir George and Lady White,

Sir Alexander Bannerman, Sir Somerville Head

Bir Hiram and Lady Maxim. Sir Alfred and

Lady Newton, Sir A. and Lady Trendell, Sir

Hugh Gilzean Reid and the Misses Gilsean Reid

Sir Frederick Dixon-Hartland, M.P., and Lad

Dixon-Hartland, Sir Charles McLaren, M.P.

and Lady McLaren, Sir A. and Lady Turner, Sir

Cyprian Bridge, Sir Francis and Lady Palmer,

Sir Joseph and Lady Dimsdale, Sir Christopher

Furness, M.P., and Lady Furness, Sir Christo-

pher and Lady Baynes and the Misses Baynes

Sir Raymond and Lady West, Admiral Sir

James and Lady Bruce, Sir H. Praed. Sir.

William and Lady Soulaby, Sir E. and L dy

Barrow, Sir Inig and Lady Thomas, Sir A.

and Lady Lyall, Sir Patrick and Lady Manson,

Sir Laurence and Lady Alma-Tadema, Sir A

and Lady Wright, Sir James and Lady Mackay,

Sir Richmond and Lady Ritchie and Miss

Lady Dent, Sir William and Lady Magnay, Sir

Francis and Lady Fryer, Sir Weetman Pearson,

M.P., and Lady Pearson, Sir Henry Norman

M.P. and Lady Norman, Sir Philip and Lady

Watts, Sir Walpole and Lady Greenwell

General Sir O'Moore and Lady Creagh

Kaid Sir Harry and the Misses Maclean,

Don Eduardo M. Pens.

Gobeevsky, M. L. L. Caftanzogiu, Commander

John and Mrs Gibbons, Mrs Whitelaw Reid

M. J. Fr. W. Jakhello, Signor Ugo Catani,

Captain R. Ostortag, Mr Victor Eastman, Mr

W. J. Archer Echor de Yuclan, Reshid Danial

Boy, Essad Boy, Tueni Boy, Djevad Bey, Abdul

Hak Hussein Bey, Major-General Shiba, M.

Batchvoreff, M. P. E. Caballero, Mr Craig

Wadsworth, Mr and Mrs Wynne, Mirza Mo-

hammed Khan, Mr and Mrs van Yoyell, Major

and Mme. Bagnani, General Upperton, Mr and

Mrs Albert Vickers, Commander Wilsen Barker,

Captain N. V. Wawei-Louis, Mr Miles Lampson,

Mr and Mrs Bowring-Hanbury, Mr and Mrs

Charles Hancock, Mr A. H. Wyllie, Mr and

Mrs-Percy Marsden, Mr and Mrs Bruce Hart,

Nora Craik, Miss de Bunsen, Mr Eugenidi.

Mrs Cavendish, Mr and Mrs Douglas Murray

and Miss Murray, Commander, Mrs and Miss

Graham, Captain Yate, Mr and Mrs R. S

Corbett, Mr. and Mrs Perry, Mr and Mrs

Enstace Burrows, Mr J. Sákata, Consul-General

Bagot, Mr Bagot Moleworth, Mr Francis W.

Captain Sojiro Tochinai, Captain

Ritchie, sir Richard Solomon, Sir Alfred and

Mr. Justice Phillimore and Lady and Miss

Lady Gwendolen Guinness, Lady

the Earl and Countess of Kimberley

Chen, and the Hon. Arthur Walsh,

anniversary. The tables were decorated with

national flag was hoisted at the Legation.

The 24th of July being the birthday of the

12, QUEEN'S ROAD CENTRAL

THE EMPEROR OF CHINA'S

SPECIAL

BARGAINS

CLASS PIANOS

BROADWOOD, WERNER.

RACHALS. HAAKE. KRAUSS.

MAKERS OF REPUTE

AND OTHER

COLLARD.

WEAR GUARANTEED

WILL BE STORED UNTIL REQUIRE

CASH OR CREDIT

ROBINSON Co., LTD.

Hongkong, 13th July, 1908,

For, Captain V. Kell, Mr and Mrs Arnold Ellert, Mr William Gillett, Mr C. Somers Cocks, Captain M. Kincaid Smith, Mr. and Mrs Robert Menzies, Mr and Mrs Townsend, Mrs and Miss Feilden, Admiral Craigie, Mr and Mrs. Oppenheim. Mr. and Mrs Erio Drum mond, Mr Shibats, Mr Maycock, Mr Warner, M. Charles Pollak, Major General Adaie, Baron C. Lovenskiold, Mr and Mrs Larcom, Mr G. Jamieson, Mr H. S. Martin, Mr Everard, Mr Reginald Bridgeman, Colonel Haldane, Mr Grant Smith, Colone and Mrs Wotton, Mr Mr and Mrs Stonor and Miss Ralli, Mr and Mrs R. Witt, Major-General and Mrs Adair, Mr W. Graham, Mr Leslie Craigie, Mr and Mrs Harland Peck, Colonel Graves, Captain I. Behr. Mr and Mrs Bergheim, Miss Hozier, the Agent-General for the Cape of Good Hope, Captain R. Muirhead Collins, the Hop. W. Pember Reever, Mme. Jean Perier, Mr. T. H Whitehead, Mr Alfred Dobson, Agent-General for Tasmania, Captain Vicente E. Montes and Mme, Montes, the Hon. J. W. Taverner, Mrs. and Miss Taverner, Lucien Morel Bey, Mr. T. Cogblan, Agent-General for New South Wales, Mr Spencer, Mr and Mrs. Bruce Robertson, Major-General Yermaloff, the Agent-General for the Transvaal, M. Benjamin Barrios, the Hon. J. G. Jenkins, Mr Percy Armytage, Colonel and Mrs Legh and Miss Cavendish, Colonel, Lumsden, Mme. de Dominguez, Bishop Scott of North China, Mr and Mrs William Gibson, Mr and Mrs Angier the Bishop in Korea, the Provost of University College, Mr James D. Bourchier, Mr N. Tein the Mayor of Winchester, the Mayor and Mayoress of Marylebone, Mr L. Leslie Cox. Mr and Mrs Runciman, Miss Howard, the Hon. Mrs Yorke Bevan, Mr and Mrs Lonsdale, Mr Ward Cook, and Mr and Mrs. Matthey.

FAILURE OF COMMERCIAL BANK OF INDIA.

Calcutta, August 9th. A letter has been addressed to the shareholders of the Commercial Bank of India by the directors announcing that it has been decided to close the Bank's doors and suspend its business with a view to its being placed immediately in liquidation. The downfall of the Bank is attributed to the lockup of its chief assets which will now be realised gradually, in accordance with Mesers Lovelock and Lewis's recommendation, out of which, it is hoped, a surplus will be left for distribution among the shareholders after payment of creditors in full The directors of the Commercial Bank of

India, Limited, in their letter to the shareholders say that it was incumbent on them to take the course they had taken.

Messrs, Lovelock and Lewis report on the state of the Bank was: (1) That it is essential to make good a not deficiency in reserve of Re. 11,58,723-3 6. (2) Only two locurses were open (a) further reduction of capital, and (b) liquidation, the latter being unhesitatingly recommended for adoption, voluntary liquidation being preferable. They gave this with great reluciance but without hesitation. "Public confidence would seem to us to have been too rudely shaken by the past history of the Bank,... by capital already lost, to be ever restored by further sweeping reductions of capital. Without that confidence there seems to us no hope of retrieving the situation. In our opinion word bluck steered interest and brown arotions Miss Lingley, Mr Ogden M. Roid, Mr Mc Sest be consulted by the Bank going into voluntary liquidation as soon as possible." Beilby Alston, Mr and Mrs. Scott and Miss

Calcuta, August 11th. The Indian Daily News understands, that Captain and Mrs Cloman, Captain and Mrs Mr. Gregory had resigned his directorship in the Commercial Bank some time ago and was then only action in the place of Mr. C. C. Robinson. Mr. Reginald Murray, the manager, is seriously ill at home. The bank authorities are anticipating that after the bank's depositors have been paid in full there will be a sum for of Japan, Captain and Mrs Forbes, Mr and Mrs division among the shareholders.

Advertisements and Subscriptions which are no ordered for a fixed period will be continued until

Greers for extra copies of DAKLY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS DIOCESAN SCHOOL & ORPHANAGE.

CHOOL DUTIES will be RESUMED For Terms for Boarders or Day Scholars,

The HEAD MASTER. Hongkong, 28th August, 1908.

NOTICE.

LL PARTIES having PAYMENTS to make to, or CLAPMS against the Estate of Ma JOH. THYEN, deceased, late of Hankow, are requested to send full Particulars to the undersigned, not later than SUNDAY, 20th September a.c.

H. LINDMEYER, Executor. Hankow, 20th August, 1908.

TYPHOONS.

NSURANCE Against LOSS or I'AMAGE to Buildings, Contents of Godowns, Stores or Dwelling Houses in Hongkong and China.

For Particulars apply to-

W. H. TRENCHARD DAVIS. HOTEL MANSIONS.

Hongkerg 28th August, 1908.

BOY CLERK WANTED FOR SERVICE IN HIS MAJESTY'S NAVAL YARD, HONGRONG.

COMPETITIVE EXAMINATION of A CANDIDATES for the above appointment will be held in the CHAPLAIN'S HOOD, H.M. NAVAL YARD, on MONDAY, Septem er 7th, 1918, commencing at 10 A.M. Candidates must be not less than It, nor more

than 17 years of age on the day of the examina-Applications should by lodged not later than Noon, FRIDAY, SEPTEMBER 4th, with the DEPUTY VICIUALLING STORE OFFICER, H. M. Naval Yard, from whom further particulars may

be obtained. Hongkong, 28th August, 1908.

ENDERS are invited for the PURCHASE of SURPHUS STUCK of TUBES BRASS solid drawn for surface condensers !" external diameter, 48 W.D.J. now lying at H.M. NAVAL YARD, Hongkong. The quantities are approximately as follows :-

(15' 6" long ... 3,700 No.) Eay UNTINNED \ 8 9 long . 475 No.) feet. TINNED . 2'0" to 2' 5 long 365 Ne. say 850 ft. The above Tubes are sold without any guarantee given or implied as to the pressure a which they can be safely used. They can be inspected by prospective purchasers at any time during cordinary working hours of the Yard. Tenders hav be made for the whole or any portion of activies shown above.

Formed Tender can be obtained on applica-

tion to the Naval Store Officer, H.M. Naval Yard and should be retired not later than No N on the 4th SEPTEMBER 1908. The highest or any | ender is not necessarily |

H. RISSLAND, Naval Store Officer.

Hongkong, 27th August, 1908. FOR SALE AT THE BEGINNING of 1909.

COMPLETE PLANT of SUGAR MACHINERY Capable of Dealing with 2,200 Gallons Juice per hour, comprising:
1. Three Roller Mill 36" by 72" with Hydraulic on back roll and having Cane and Megass Carriers complete.

1 Horiz nual Single Cylinder Engine 48" by 28" and Cost Steel Gearing. I Triple Effet of 2,500 square feet heating surface with Vacuum Pump equal to double the requirements to take a Vacuum Pan, if

necessary. Juice Heater of 800 square feet heating

Scharifiers of 600 Gallous each on platform supported by C.I. Columns.

4 Filter Press;s 25 inches square with 31 Chambers each. 2 Eleminators with Copper Coils &c. The above as supplied by Messrs McOnie Harvey (The Harvey Engineering Co.) Glasgow

ju 1901. 8 Oil Jacketed Open Boiling Pans (Millers Patent) for making Muscovado er Concrete Sugar without Molasses residue.

Stirling Boilers working at a pressure of 160lbs, per square inch, with one circular furnace, and fan for induced draught, heating surface each 3,610 sq sare feet, grate surface 95 square feet. Overhead Urane for Mill and Engine

equal to a lift of 15 t ns. Electric Lighting Plant.

Pastory Building 108 feet long and 90 feet wide in two spans of steel girder columns with corrugated galvanized iron roof and

The Plant works with megass inel alone except for raising Steam. The Factory can be seen at work on Nova Scotia Estate, Perak, Federated Malay States. at any time during the next five months after which time Cane Cultivation is to be stopped as the Estate has been planted throughout

with Rubber ... The Removal of the Factory and Machinery can be done by the Sollers who will, if so desired. arrange to supervise re-prection, in which case a guarantee of working will be given.

Apply to-THE STRAITS SUGAR CO. LD. 27, Austin Friars.

London, E.C.

J. HN. TURNER, Penang

Straits Settlements. Hengkong, 27th August, 1908,

WANTED

WANTED.

EUROPEAN LADY ASSISTANT - for Shopwork. Apply personally to-

WEISMANN LIMITED. 34, Queen's Road, Central. Hongkong, 27th August, 1908.

WANTED.

FINTER'S FOREMAN. Must have a thorough knowledge of Euglish and be able to read proofs accurately and quickly. Good Salary and permanent position to suitable

BUSINESS MANAGER, Apply— "Hongkong Daily Press."

Hongkong, 25th August, 1908. 1222

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season will be held at Happy Valley, TO-MORROW (SATURDAY), 29th August, 1908, commencing at 4 P.M. The Charge of Advission will be \$1 for others than Members of the Hongkong Jockey

or Gymkhana Club. Soldiers and Sailors in Uniform Half Price. The Committee invite the Ladies of Hongkong to be present. Post cutiles will be a copted for event No. 5.

REGINALD F. C. MASTER, Hon. Secretary and Treasurer. Hongkong, 26th August, 1908.

NOTICE OF REMOVAL.

THE Undersigned beg to notify their Cus L tomers and the General Public that they have REMOVED to No. 27, DES VŒUX BOAD CENTRAL, opposite the P: & O. Co.'s

A new variety of ARTISTIC PICTORIAL POST CARDS. ASIATIC and FOREIGN POSTAGE. STAMPS and all Philatelic Goods are now exhibited at their Show-Room, and a Great Assortment of Manila Cigars and CIGABETTES, as well as NOVEL, ALBUMS, &c., &c., are for Sale at moderate prices.

GRÁCA & CO., 27. Des Voux Road. Hongkong, 7th August, 1908.

PRIVATE BOARD AND RESIDENCE

RS. GILLANDERS "CLARE MONT," 2 & 4, KENNEDY ROAD. Hougkong, 9th February, 1907

-SINGON & CO.

RON, STEEL, METAL and HARD WARE MERCHANTS. and Retail Ironmongers Pig Iron and Foundry Coke Importers. General Storekeers and Shipchandlers, 35 & 37, Hing LOONG STREET, (2nd Street, west of Central Market) Telephone No 515.

JUST ARRIVED.

A MERICA'S TEADING W.B. CORSET.

DEMAND FOR LONG WAIST.

ERECT FORM AND NUFORM.

Hoosain-Ali & Co., 14, Que n'a Road, Central, Hongkong, 27th August, 1908.



SANG MOW. RATTAN AND GRASS FURNITURE MAKER.

Chairs, Tables, Settnes & Long Chains. Bamboo Blinds, Mattings in all colours on Sale.

All Orders receive prompt attention. 59A, QUEEN'S ROAD CENTRAL. HONGKONG.

FOR SALE

Hongkong, 20th February, 1908.

CHINA EXPRESS CO., 3. DUDDELL STREET.

TOOR SALE a Quantity of NETFING for TENNIS COURTS, etc., at less than half cost GOEBZ-ANSCHUTZ FOCAL PLANE CAMERA.

PHOTO MATERIALS, DISHES and CHEMICALS. Hongkong, 5th August, 1908.

FOR SALE.

OT No. 52, British Concession, Property FFICES in ALEXANDRA BUILDINGS. of the CANTON CONDITION HOUSE Co., is hereby advertised for Sale until the 10th of September next, Tenders to be sent to the SECRETARY.

L. ALBERT. Canton, 10th August, 1908.

FOR SALE.

TIME SITE on the Bowen Read, Ready for Building at a Cheap Price. PERCY SMITH & SETH. Accountants & Auditors, &c.,

No. 5, Queen's Road Central u Hongkong, 16th May, 1908.

STORAGE.

FOR COAL TIMBER, AC. TTO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER

FRONT, DEEP WATER: . Also FOR SALE. Pertions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply-

GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906

PUBLIC COMPANIES

HONGKONG & SHANGRAI BANKING CORPORATION

THE DIVIDEND declared for the Half Year ending 30th June, 1908 at the Rate of TWO POUNDS, STERLING per Share is Payable on and after MONDAY, the 24th day of August current, at the Offices of the Corporation, WHERE SHAREHOLDERS ARE REQUESTED TO APPLY FOR WARRANTS.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 22nd August, 1988. 1214 HONGKONG & WHAMPOA DOCK

COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8 Per Cent. per Share for the Six Months anding 30th June 1908, declared at Monday's Ordinary Half Yearly Meeting, will be payable at the premises of the Hongkong & Shanghai Banking Corporation, on and after TUESDAY, the 25th August, and Shareholders are requested to

apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya. By Order of the Board of Directors. THOS. I. ROSE, Secretary. Hongkong, 25th August, 1908.

HONGKONG AND SHANGHAI BANK-ING CORPORATION.

NOTICE IS HEREBY GIVEN that the Provisional Certificate No., 43/1002 dated Hongkong 28th November, 1907, for Six Shares of this Bank numbered 83,801 to 83,806 inclusive registered in the name of Miss ELLA DENOON FIRTH, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30TH AUGUST 1908, a New Certificate for the Shares will be issued, and the aforesail Provisional Certificate. No. 43/1002 will be thereafter treated by this Corporation as Nult and Void.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager. Hongkong, 30th July 1908.

HONGKONG AND SHANGHAI BANK

ING CORPORATION.

NIOTICE IS HEREBY GIVEN that the Certificate No N/S 1, 00 dated Shanghai 16th July, 1896 for Two Shares of this Bank numbered 64,594 to 64,595 inclusive, registered at the Shanghai Branch in the name of CECIL HANBURY, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30TH AUGUST, 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/S 1,000 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors, J. R. M. SMITH. Chief Manager. Hougkong, 30th July, 1908.

GREEN ISLAND CEMENT CO., LTD. A N INTERIM DIVIDEND of FORTY CENTS per Share for the Six Months calding 30th Juce, 1903 will be Payable on the 31st August, 1908, on which date Dividend Warrants may be obtained on Application at the Co,'s Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th to the 31st of August, 1908, both days inclusive. SHEWAN, TOMES & CO., General Managers.

Hongkong, 25th August, 1908. 1221

TO LET

TO LET

FROM 1ST MAY

TOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to-HUMPHREYS ESTATE & FINANCE CO., LTD.

Hangkong, 18th January, 1908.

TO LET.

ERRINGTON, Peak Road, below L.R.C. Tennis Courts. From 1st September a.c. The Property is also FOR SALE. For Particulars apply to-

C SCHROETER. Care of GABRELS, BOERNER & Co. King's Buildings, 3rd Floor. Hongkong, 8th August, 1908.

TO LET.

HOUSE in KNUTSFORD TERRACE A KOWLOON.

Apply to-THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD. Hongkong, 1st August, 1908.

TO LET

Apply— SECRETARY. A. S. Watson & Co., Limited. Hongkong, 23rd April, 1907.

TO LET.

NE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Pier. Apply to—

SCHULDT & CO. Hongkong, 28th July, 1908.

TO LET.

and 5-ROOMED HOUSES in Kowloon at Moderate Rentals.

Apply to-

HUMPHREYS ESTATE & FINANCE CO., LD.-1038 Hongkong, 15th August, 1908.

TO LET

TO LET. 19 and 21, SEYMOUR

ROAD: Apply to-COMPRADORE'S DEPARTMENT Nippon Yusen Kalaha. Hongkong, Slat July; 1908.

TO LET.

FIRE ROOMS on the first floor of No. 34 L QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very noderate rent: Immediate Possession.

Apply to-YEE SANG FAT & CO. Same address. Hongkong, 28th January, 1907. 270 TO LET.

NTOS. 1, 2 and 5, ORMSBY TERRACE Kowloon, with Ground at rear for Recreation or Garden. Cheap Rental. Apply to-SPANISH PROCURATION.

2. Seymour Road. Hongkong, 26th August, 1908.

COAL YARD. From let September, 1908.
A PORTION of the COMPOUND of Marine Lot, No. 42, Wanchai, Praya East, facing the Sea, used for Storing Coal, now in possession of Messrs. CHIT CHEONG & Co., Coal Merchants. N. MODY & CO., Apply to-

TO LET.

54, 56, Queen's Road, Central. Hongkong, 23rd July, 1908. TO LET. FROM 1ST SEPTEMBER.

AT SHAMEEN, CANTON.

TOUSE No. 103, (Kwan How Buildings) -at-present in the occupation of the I:M. Customs. Apply to-THE HONGKONG LAND INVEST

MENT & AGENCY CO., LD. Hongkong, 1st August, 1903. TO LET.

MTO, 71 and 75, CAINE ROAD. Apply to-SAM WANG CO., LTD., 81, Queen's Road Central. Hongkong, 25th August, 1908.

TO LET.

HIRST FLOOR of No. 6, Queen's Road, Central comprising Six Large Rooms and Outhouses suitable for business Preor Dwellings, lately occupied by FEED. BORNEMANN. Apply to-

Hongkong, 7th April, 1908. TO LET. FFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vosux Road Central (formerly occupied by Mesers

DAVID BASSOON & Co. LTD.

BHEWAN TOMES & Co.) Apply to-THE COMPRADORE DEPARTMENT, E. D. SASSOON & CO. Queen's Road Central.

Hongkong, 10th June, 1908.

TO LET. GODOWN, No. 54, DUDDELL STREET,

Apply to-THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st August, 1908.

TO LET. FFICES in HOTEL MANSIONS. Cheap rental for monthly tenancy.

Apply to-HENRY HUMPHREYS. Alexandra Buildings, flongkong, 13th August, 1908.

TO LET. 66 / Y LENWOOD" CAINH ROAD, Buitable for a Boarding house, or Club. Containing 26 Rooms. 2. BEACONSFIELD ARCADE, facing the Parade Ground. C. M. S. PEAK BUNGALOW, Monnt Kellet, Furnished. From 1st October, 1908

to 30th June 1909. Rent \$100 a month and OFFICES in Bank Buildings, Top Floor. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms. No. 15, QUEEN'S ROAD CENTRAL. Top Floor, (over Caldbook MacGregor). OFFICES in Queen's Road Central. BELILIOS TERRACE HOUSES ROBINSON ROAD.

No. 3, DUDDELL STREET Shop. No. 2, DES VŒUX VILLAS (PHAR). Apply to-LINSTEAD & DAVIS. 3rd Floor, Alexandra Buildings. Hongkong, 10th August, 1908.

TO LET. HOUSE in Wong Nei Chong Road, A HOUSE in RIPON TERRACE. No. 10, DES VŒUX ROAD CENTRAL, "HATHERLEIGH," Conduit Road. OFFICES in Your Building.

HUILDINGS and No. 16B., Des Voux Road next to the HONGKONG HOTEL. FLATS in MOBETON TERRACE. Apply to-THE HONGKONG LAND INVEST-MENT & AGENCY CO., LTD

GODOWNS in PRAYA EAST, BLUM

NEW CARTRIDGES.

Hongkong, 3rd August, 1908.

DY Popular English Manufacturers. In all Bores and Sizes. SMOKELESS POWDER and CHILLED 3HOT. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100 SPORTING REQUISITES - and AIR GUNS in Variety. Inspection Invited.

WM. SCHMIDT & CO. - Hongkong, 26th October, 1906.

BANKS

FITHE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000 Subsceibed ... 1,125,000 PAID-UP RESERVE FUND BANKERS

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts the rate of 2 per cent, per annum on the

Daily balance. ON FIXED EEPOSITS: For 12 months ... 4 per cent. ... 31 per cent. 21 por cent. EVAN ORMISTON Manager.

Hongkong, 23rd April, 1908. THE:

TOKOHAMA SPECIE BANK

LIMITED. CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS 15,120,000

HHAD OFFICE - YOROHAMA. BRANCHES AND AGENCIES. Kobe London Lyons Nagasaki San Francisco Honolulu New York Hankow Hombay Shanghai Peking Chafoo Tientsin Port Arthur Newchwang Mukden Lioyang Antung

Tieling Chang Chun Hongkong-Interest Allowed. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5% per annum

TAKEO TAKAMICHI, Manager. Hongkong, 24th-March 1908, TEDERLANDSCHE HANDEL. MAATSCHAPPIJ.

ESTABLISHED 1824. PAID UP CAPITAL FL. 45,000,000 (£3,750,000 RESERVE FUND FL. 5,752,884.84 (about £479,407)

(NETHERLANDS TRADING SOCIETY).

HEAD-OFFICE: AMSTERDAM. HHAD-AGENCY BATAVIA. Branches :- Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Pegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja, (Acheen) Bandjermasin. Correspondents at Macassar. Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy Yokohama, Kobe, Melbourne, Sydney, New

York, San Francisco, &c., &c.,

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacte Banking Business of every description. INTEREST ALLOWED.

LONDON BANKERS: -

THE UNION OF LONDON AND SMITHS BANK,

On Current Accounts 2% per annum on daily On Fixed Deposits 12 months 41% per annum. 3 do. J. L. VAN HOUTEN, Agent,

Hongkong, 16th July, 1:08. TYEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP. Sh. Tack 7,500,000

HEAD OFFICE—SHANGHAL BOARD OF DIRECTORS, BELLIN. Branches 1 Herlin, Hamburg, Calcutta, Hankow Taingtan, Tientein, Peking, Tsinania.

Yokohama, Singapore. Kobe Founded by the following Banks and Bankers :--KONNIGLICHE SERHANDLUNG (PREUSSISCHE STAATSSANK) Berlin.

DIBECTION DEE DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. BLEICHEOEDER BERLINER HANDELS-Berlin. GESEI LECHAPT BANK LUER HANDEL UND INDUSTRIE ROBERT WARSON LUBE & CO. MENDELSSOHN & Co.

M. A. VON ROTHSCHILD & Frankfurt a/M SORHNE JACOB S. H. STERN NOEDDBUTSCHE BANKIN HAMEURG, Hamburg SAL OPPENHEIM, JR., & Co., Koeln. BAYERISCHE HYPOTHEREN UND WECHERL BANK, MURNCHEN.

LONDON BANKERS: Mossis, N. M. Rothschild, & Son: THE UNION OF LONDON AND SMITH'S BANK. LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCORTO GESHLISCHPAT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted: A. KOEHN, Manager.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1858,

Hongkong, 4th December, 1907.

RESERVE LIABILITIES OF PROPERTY

HEAD OFFICE-LONDON.

INTEREST allowed on Current Account at-the rate of 2 per cent, per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent

for 3 ,

JOHN ARMSTRONG. Manager. Hongkong, 14th May, 1908.

BANKS

HONGKONG SAVINGS BANK

FIGHE Business of the above Bank __ conducted by the HONGKONG AND SHANGHAL BANKING CORPORA-INTEREST on deposits is allowed at 31 Per Cent. per annum.

Depositors may transfer at their option balances \$100 or more to the Hondkong AND SHANGHAR BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum. For the Hongkond and Shandha.

BANKING CORPORATION, J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907. ATEDERLANDSOH-INDISÜHE HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK.

ESTABLISHED 1863. Authorised Capital Fl. 15,000,000 (£1,250,000). Subscribed Capital FL 10,000,000 (Paid up) Reserve Fund FL 2,200,517.37 (£183,376)

HEAD OFFICE: AMSTERDAM. THE HAGUE. Sub-Office: HEAD AGENCY: BATAVIA. BRANCHES at: Singapore, Sourabaya

Samarang, Indramajoo, Bandoeng and Weltevreden. CORRESPONDENTS at: Cheribon, Tega-Pecalongan, Macsesar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta Bombay, Madras, Colombo, Karschi, Dieddah, Bangkok, Saigon, Shanghai

BANKERS: (THEWILLIAMS DESCONS BANK. London : Swift BANKVEREIN. Paris: COMPTOIR NATIONAL D'ESCOMPTE DE

Berlin: DEUTSCHE BANK. Brussels: BANQUE DE PARIS ET DES PAYS BLE. Vienna: Union Bank. Romo: BANCA COMMEBCIALS TTALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business. INTEREST ALLOWED. On Current-Account at the Rate of 2% per

annum on the Daily Balances.

Hongkong, 19th August, 1908.

'On Fixed Despoist: 12 months 4% per souum 6 do 31% C. WOLDRINGH Manager. No. 16, Des V ux Road Central.

THE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL . CHARTER.

Capital Subscribed (paid-up) Yen 5,000,000

HEAD OFFICE: TAIPEH, FORMORE. BRANCHES AND AGENCIES: Tainan Kobe Tamani Nagasaki Anning "Tokio Foodbow Osaka

Yokohama Shanghai Keelung | Swatow HONGKONG OFFICE 3. Des-Verux Road. Interest allowed on Current Account Deposits received on terms which may be had on application. -

D. TOHDOW, Manager. Hongkong, 5th April, 1907. INTERNATIONAL DANKING ORPORATION.

CAPITAL PAID UP Gold \$3,250,000,

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND

RESERVE FUND ... Gold \$3,250,000 == about Mex. \$7,222,222 HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadnesdle House, E.C.

- about Mox. 87,222,222

THE CAPITAL & COUNTIES BANK, LIMITAD BRANCHES and AGENTS all over the World. The Corporation transacts every description of Banking and Exchange business, receives money Current Account at the Rate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates :-

No. 9, Queen's Road, Central, Hongkong. W. M. ANDERSON,

Hongkong 8th April, 1998

Manager.

For 12 months 44 per cent, per manum.

TONGKONG AND SHANGHAI BANKING CORPORATION. PAID-UP CAPITAL ... \$15,000,000 RESERVE FUNDS:-STEELING

£1,500,000 at 2/-=\$15,000,000

SILVHE ... \$14,000,000

G. Friesland, Esq.

RESERVE LIABILITY OF PROP'TORS\$15,000,000 COURT OF DIRECTORS. E. SHELLIM, Esq.,—Chairman. Hon, Mr. W. J. GRESSON-Deputy Chairman E. G. Barrett, Esq. | W. Helms, Esq. C.G.R. Brodersen, Esq. C. R. Lensmann, Esq.

C. S. Gubbay, Esq. Hon.Mr.H.A.W. Slade H. L. Tomkins, Esq. CRIEF MANAGER Hongkong-J. R. M. Smith

R. Shewan, Esq.

MANAGER: Shanghal-W. Adams Oram. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

On Current Account at the rate of Two per cent. per Annum on the daily balance. On Fixed Deposits. For 3 months, 21 per cent. per Annum. For 6 months, 31 per cent. per Annum. For 12 months, 4 per cent. per Annam J. R. M. SMITH, Chief Menager.

HONGKONG-INTEREST ALLOWAD.

Hengkong, 22nd August, 1908.

NOTICE TO CONSIGNEES

"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

INDRANI

*ITHE Company's Steamship.

having arrived from the above Ports, Con-Bignees of Cargo are hereby informed that their Goods, are being landed and placed at and/or extra hazardous Godowas at Kowloon, my heart. where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 31st inst., at 4 P.M. will be subject to rent. No Fire Insurance has been effected by us

in any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

JARDINE, MATHESON & CO., LD.

FROM EUROPE.

NOTICE TO CONSIGNEES.

Hongkong, 25th August, 1918.

HE H.A.L. Steamship

BRASILIA. Captain Schwinghammer, having arrived, Consigness of Cargo are heroby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside Kowloon

Optional Cargo will be forwarded unless notice to the contrary be given before 'To-DAY. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardons Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees'

risk and expense. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

have left the Godowns, and all Goods remaining undelivered after the 31st August will be subject to rent,

All broken, chafed, and damaged Goods are examined on the 29th August, at 3 P.M. No Fire Insurance has been effected, HAMBURG-AMERIKA LINIE.

Hongkong Office. Hongkong, 24th August, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM ANTWERP, LONDON, MALTA PORT SAID, SUEZ AND STRAITS.

vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within melon.

4 P.M., will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. Damaged packages must be left in the Godowns for examination by the Consigneds and the Company's representatives at an appointed All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent. Hongkong, 25th August, 1903.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

FIHE Steamship

"PRINZ EITEL FRIEDRICH." having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd September, at 9.30 A.M. All Claims must reach us before the 6th disappointment, September, or they will not be recognised.

undelivered after the 2nd September, will be

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & Co.. General Agents. Hongkong, 26th August, 1908.

QIEN TING

SURGEON DENTIST. No. 10, D'AUGILAR STREET.

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905

FOR EUROPE & AMERICA. India, Australia, &c., and for

PRIVATE RESIDENTS AT THE OUTPORTS. A Comprehensive and Complete Recordof-the

NEWS OF THE FAR EAST is given in the FAT EEKLY TY ONGKONG

PRESS,

with which is incorporated THE CHINA OVERLAND TEADE REPORT, Subscription, paid in advance, \$12 per annur. Postage \$2 to any part -of the World-

RAN THE MARATHON

EY PIETRI DORANDO IN THE "DAILY MAIL,"

I should like to make it clear that my surname is not Dorando. It is the Italian custom to put the surname first and the baptismal name afterwards : thus, according to the English fashion,

my name is Dorando Pietri. But I do not mind the mistake which every one has made, for it is pleasant to have every one call you by your Christian name; it makes their risks into the Hongkong and Kowloon me feel that you are all my friends; it makes Wharf and Godown Company's hazardous me feel that I love you all with the warmth of

> I was born not in Capri, as so many writers have said, but in Carpi, which is near Modena. I am tweaty-three years old next October. At home I am a confectioner, and, as I have

to earn my living, I am very devoted to my. The esmpaign of 1866 against Austria was another, vast and magnificent workshops comtrade. When I was quite a boy I always had a feeling that Accould run faster than most boys, and latter I ran in a lot of club races and won many prizes, I used to train in my spare time when I had

done my work for the day, but I have never dieted myself. My meals in the ordinary were the meals of any other Italian-minestra, macareni in various forms, and plenty of fruit. There are just two things from which I abstain-smoking and spirits. I am not a teetotaler, however, and always with lunch or and the end of March, 1871. The average blishments and the discharge of men, both dinner I drink the good vino di Barolo. A good meal and a glass of wine before a long run have never harmed me.

dream of a lifetime. When I came to London it was to realise the dream of my life-I wanted to win the Marathon Race. In Italy I reached the summit of my desires when I won the Italian championship for long distance running. had run a race almost the same distance so the Marathon. That was in 1906, when I

two minutes. So that when my friends oried "Addio, Dorando! Don't come back without-the trophy," something far-greater than the trophy it will on n their eyes when they see the gold cup, and when I tell of the gracious and beautiful

Queen of England.) Well, I came to England, feeling fit and strong, because I had just finished my eighteen months' service in the Army, and that makes a man as bard as the hills.

"I will win the Merathon .Race or die," said to my friends here the night before. In No Claims will be admitted after the Goods | the morning I was up early and had a fine breakfas' of four fried oggs and coffee. For lunch I had a steak, slightly underdone. I never felt stronger in my life than I did at the star on that glorious day. The sun worried me little to be left in the Godowns, where they will be I am used to the hot skies in my own country. I felt there was only one thing I had to do, and that was to best Lingboit. Every one wastalking about Lo ghoat bring certain to win. and so I made it my business to keep near him. I kept up the same pice through the whole run-about 94 miles an hour, and I neither

slopped nor rested. Of what does one think on such a run? nothing except the far-away goal. For the rest, the mind is blank'; perhaps lit Is thong its flit across the mind, but they are wiped out at once by the big outstanding thought of the

Small things are noticed, such as the expres-Consigness of Cargo by the above-named sion on the face of a woman as on races by, or the cry of a man cheering in an unfamiliar tongue. Once I saw a rabbit scamper across

FOOD BY THE WAY. For refreshment on the way I took some sweet coffee and sucked a lemon. Later on I had some beef tea. . man off red me a braketof mixed fruit and jelly, and I took a slice of

So the miles passed, and I ran on; cheered by Goods not cleared by the 31st inst., at my attendants and by the news that I was running well, and that only Hefferon was leading. Him I passed with joy thumping at my heart, and then I went a little stronger, for I know that I was first-first!

Oh! the joy of victory which I thought was to be mine, t was int xicating. More disastrons than the heat, and the run and the long road was the excitement that threatened to choke my heart. My impressions are necessarily hazy, but one will remain for ever. I came to the Stadium.

Can you realise what that meant for me ? Imagine, under any circumstances, the effect on your mind of 81,00) people or more shouting your name at once, and you a small figure dusty and desiring rest after running from Windsor in the heat of the afternoon.

I came into the Stadium, and the shouts met me. . . It seemed that I could feel the great shout from 80,000 throats striking my ears. The sight of the black mountains of people and the huge oval of the Stadium dezed and stupefied me. They crushed me with their welcome. My nerves gave way.

I was conscious when I fell. The change from the hard road to the soft, loose cinder track clogged my fest, so that I could barely lift them. I knew what I was doing. DISAPPOINT NENT AND GRATITUDE:

Oh! Why did they help me up? I could have got up if they had let me rest just a little. My strength may have been giving way, but I felt equal to winning the race. I did not ask to be helped. It was not my fault that they caught hold of me.

I thought I had won, and when they told me the bitter truth I broke down. I did not complaint; I suppose I wept secretly in my

I am still weeping now for the tender sympathy of the British people and the glorious way in which the Queen of England has honoured

I cannot write my gratitude, but I feel it. and when I return to Italy I shall tell them bow England-the great land of sportsmenwas generous and kind to me.

So I thank all those who have sent me letters and telegrams-I thank them from the bottom of my heart. So do I thank the unknown lady who took

a bracelet from her arm yesterday and bade me wear it; and the working man who gave me ashilling because he said he had no more to give

I shall wear that shilling always on my watch-chain, so that when f am old, years hence in Italy, I shall remember those days when I ran and lost the Marathon Race.

Messrs. Caldbeck, Macgregor & Co. are introducing to Hungkong the Aquarius Dry Ginger Ale manufactured by the well-known Aquarius Company of Shanghai -a first class beverage which will doubtless command an extensive sale.

How to BE BEAUTIPUL-Keep your complexion, Mrs. Ellen's Creme Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Har-Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents

COST OF MODERN WARFARE.

A GERMAN ESSIMATE,

On the authority of the well-known General of Infantry. General von Blume, the Magdeburg. Zeitung publishes an interesting article on the French war lasted seven months.

As the basis of his calculations, General von | ally true to day. calculated that at the present time Germany cause in one large district. The engineers in even supposing this figure to be exaggerated work for several months, and are evidently there is a certainty that 2,500,000 men would going to stop away till their funds are exhausted; be in the field, and that behind them there | when that happens they will find little work to would be inexhaustible reserves.

General von Biume, working on this basis and | matically thrown out of work as paupers. remembering the different purchasing power of money, states that Germany's next war would cost 15,000,000 to 16,00 .000 marks daily, or did Rome to Monte Rotondo in two hours forty- from 450,000,000 to 480,000,000 marks monthly. A year's campaign would therefore mon it up to the incredible sum of 5,600,00 1,000 marks. This, as General von Blume points out, is on the basis of only 2,500,000 men in the field, a number which is far behind what would actually

indirect expenses as well. The families of reserve soldiers and the Laudwehr must be supported during the course of the campaign, the railways, although belonging to the State, would be reimbursed for all transport expenses at the to be paid for any injury done to private pro. porty, and destroyed material would have to be replaced. Finally, there is the terrible burden of pensions. At the conclusion of the French marks set aside for it—a sum which had sunk in 1903 to only 190 000,000 marks. General von Blume reckons that these indirect expenses would amount to one quarter of the direct cost. Therefore one year's campaign for Germany would cost from 6,750,000,000 to 7,200,000 marks. In his calculations he leaves, of course out of consideration the injury, which would be done to the industrial life of the entire State, but the extent of this injury may be imagined when it is remembered that in 1870 60 per cent. of Germany's population were engaged in agriculture, whereas only 30 per cont. are now engaged in this pursuit. Commenting on this article, the Magdeburg

Zeitung says that Germany is a peace loving country, but, if attacked, her policy will be to "blood her chomy white." "Leave us in peace is therefore," says the journal, "our last word."

PRINCE OF WALES MOBBED BY PILGRIMS.

PATHETIC INCIDENT AT THE CANADIAN LOUEDE:

A delightful incident full of human interest marked the Prince of Wales' country excursion to Ste Anne de Beau Pré . Having lunched at the Chateau Bellevae the Prince, Earl Grey, Sir Wilfrid Laurier, and Lord Strathona, with their suites, returned by mater to Quebec. a distance of thirty miles, and en route paid visit to the picturesque pilgrimage village of Sainte Anne de Beau Pré, known as the American Lourdes.

Handreds of pilgrims, many on oralches, and visitors collected at the roadside, and, the moment they saw the motor-our approaching, rushed in a solid mass and surrounded the our and cheerel. The Prince stood up whilemen, women, and children caught his hands. His Royal Highness, smiling a devidently greatly gratified, held out both hands and spoke some kindly and sympathetic words.

With great difficulty Earl Grey and Mgr. Mathien director of Lival University, who was the Prince's host, cleared a space round the car, and his Royal Highness alighted and proceeded which were crowded with cripples and pilgrims, who again througed around the Prince and grasped, and in many cases tried to kies, his

UNEMPLOYMENT IN ENGLAND.

NOT AN ORDINARY DEPERSSION.

A correspondent in the Times writes :-We are going to have a very bad winter, and cost which Germany would incur in her next | those whom it concerns will do well to take European war, It would be a mistake, thinks thought for it beforehand. Everyone knows General von Blume, to believe that Germany's | that the prosperous time is over and depression next war would be of shorter duration than the has set in; it is shown by the returns of trade. struggle of thirty-eight years ago against of pauperism, and of unemployment. But France. It is quite true that no State, no matter general evidence of this kind only produces a how strong could hold out long under present vague impression; it does not reveal the conditions of warfare, but then it is equally true exceptional prospect before us. To realize that that no great Power would now engage in war one must have more detailed knowledge. unless her very existence were jeorpadised, and happen to have spent much time during last in such a war every State would fight till utterly winter and spring in all the largest seats of exhausted. A Thirty Years War or a Seven industry in England, and a conviction gradually Years War would now be impossible, and it is formed in my mind from accumulated evidence even difficult to say whether a modern great that we are going to have a very bad time Power could maintain war for one or two years. | indeed. It impresses one to see, one after practically settled in seven days, whilst the plately equipped with the most modern and perfect appliances—a desert. And that is liter-

Hlume takes the war against France, and takes. This is not an ordinary depression due only into consideration the divolpment of Germany's to the universal see-saw of trade. It is greatly strength since 1871. The France German war, laggravated by the result of national economies he says, may be said to have lasted, for purposes and the slackening of Government orders. of his calculations, 305 days that is to say, Further, the standing residuum of unemployuntil the return of the last troops to Germany. ment, which steadily increases, not from year to i The war cost Germany 1,750,000,000 marks, or year, but from period to period, is perceptibly 5,700,000 marks daily, between August, 1870, swollen by the reduction of Government estastrength of the army was 1,254,060 men. It is | workmen and soldiers. Then there is a special might reckou on a force of 4,750,000 men, but | the north-eastern shops have been away from go back to, and will join the labourers auto-I draw two conclusions from these and

other signs, a direct and indirect one. . The first is that unemployment will be very widespread and distress soute. All the agencies, official and voluntary, which will have to deal with it should mature their plane beforehand. If I an wrong, no harm will be done and they will be ready for the following winter.

The second is that the policy of tariff reform will receive a great stimulus. It is certainly These are all direct expenses, but these are coming, and it may come with a rush, which will take its advocates by surprise. Let me respectfully offer them two pieces of advice. One is not to promise too much, not to treat working men like children who mus be coaxed with sugar-plums (that should be left to the conclusion of the war, compensation would have | Socialists), but to address them as salf. respecting men, appeal to their minleod and tell them the truth, that tariff reform is, from the economic point of view. disagreeable necessity forced upon us by the War this last item had the sum of 561,000,000 | section of other countries, and that it will cost us something, but that we shall get our money' worth in other ways. The second piece of advice is to be getting their plans ready in detail, to have their schedules of rates at least in a state of preparation. Perhaps they are so already, and I am doing them an injustice.

Let me add that I speak merely as an observer and that I sincerely hope this will not happen I hope the present Government will remain for at least two years longar; but I see them bearing down upon a tremendous rock in mid stream. which bears the name of "Unemployment," and from the paddles they are using and from the way they are using them I gather that they do not even zee it.

> ON FASHIONS EUSTICITY X V VOGUE.

The end of the season has been marked by a demand for rustic fashions. Milkmaid hate, peasants' blouses, and haymaker frocks are being packed away in trunks labell d for the seaside or country.

"The demand for rustic fashions probably owes its origin-to-the demand for rustic holidays," a West End midiste explained to an newspaper representative.

"The season has been a particularly beny's one, and the spells of tropicil weather have knocked up a number of women who usually emerge_comparatively fresh from the round of

"The consequence is that there has been ad outery for primitive cottages in quiet country places, where a mid 'rest once our be enjoyed." "Rustic places call for rustic clothes, and some quiet, praity fashions have been created. " liure exotics for trimmings, such as orchidcamellias, roses, and heliotrope, have been replaced in the drapers' windows by pupies

and corn, o to and marguerites, wild roses

ragged robin, and butteroups. "The milkingid list is in ide of plaited rushes, tied nuder the chin with soft ribbons and wreathed with wild flywers. "The peasants' bloom is very artistic. It

to outer the pilgrimage church, the steps of resembles the blouses worm by little Daton peasant children, in a lovely shade of burnt "The haymaker's frock is a simple print

hands. Inside the church Mgr. Mathien pointed | grown, the skirt cut short and full round the out stacks of crutches, spectacles, and surgical hips. The bodic is made without any lace or appliances which had been east off by cured embroidery, and is out with short sleeves and a ture down collar.

MERICA

BORDEN'S "GOLD SEAL" CONDENSED

MADE by the ORIGINATORS OF CONDENSED MILK who for 50 YEARS have devoted all their energies to the production of the HIGHEST QUALITY SANITARY MILK in which GAR BORDEN was the Pigness. A feet worthy of your consideration:

Stands Supreme for PURITY, RICHNESS AND FLAVOUR. WARRANTED TO KEEP LONGER THAN MILK OF ANY OTHER MANUFACTURE

CONNELL BROS. COMPANY;

Sole Importers,

Hongkong, 21st August, 1908.

INSUE ANCES

NYORTH BRITISH AND MERCAN TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECRMBER, 1907 £18,114,624. Authorised Capital.....£3,000,000 Subscribed Capital 2,750,000 Paid-up Capital 687,500 0 0

II. Fire Funds 3,065,374 15

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Hongkong, 21st July, 1903.

THE GLORUS INSURANCE COMPANY

OF HAMBURG. /THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current lates.

Hongkong, 13th August 1906

CARLOWITZ & Co.

AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX LA-CHAPELLE. THE Undersigned, having been appointed

AGENTS for the above Company, are at Current Rates. REUTER, BROCKELMANN & CO.

Horgkong, 21st April, 1897.



GUNS. IRECT from the Manufacturers at Lowest Prices. 12 bere Double Breechloaders from 30s, such - Hilustrated catalogue of LATEST MODEL Shot Guns, Combination Guns Sporting Rifles, etc., post free. 11(8) C. JAMES & RAYNOLDS,

George Street, Minories, London, E.C., Eng.



BISHI DOCKYARD AND ENGINE WORKS. NAGASAKI.

CODE WORD: "DOCK." A.1, A.B.C., and Engineering Code Unid NEW DOCK NOW OPEN. DOCK No. 3.

Extreme Length 722 feet, Length on Blocks Width of Entrance on Top ... 961 Width of Entrance on Bottom ... 881 ... Water on Blocks at Spring Tide 344 DOCK No. 1.

Extreme Length ... 523 feet. Length on Blocks ... 513 Width of Entrance on Top ... Width of Entrance on Bottom ... 77 , Water on Blocks at Spring Tide 64 ", DOCK No. 2.

Extreme Length, ... 371 feet

Length on Blocks

Width of Entrance on Top -66

Width of Entrance on Bottom... 53 Water on Blocks at Spring Tide 22 PATENT SLIP. Suitable for vessels up to 1,000 YHE WORKS are well equipped with LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and

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THUS, VAT WAS STARTED BY THE LATE ADDERT THORNE

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HONG KONG, CHANA & MANILLA. A.S WATSONE CO.LID. As Supplied to the House of Commons.

DR. M. H. CHAUN.

FITHE latest Method of the AMERICAN E SYCTEM OF DENTISTRY. 33. QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkoug, 17th April, 1907.

MRUNG NGOI SAN PO (Chinese Daily Press); PUBLISHED DAILY.

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BIET A TO A STEEL PAINS. BY ALL CURED

Il suffered dreadfully from dyspopsia. Food caused dreadful. pains, and I could keep nothing on my stomach. Headaches were of almost daily occurrence, and I began to suffer from paintation. But Mother Seigel's Syrup soon put me on the road to cure, and now I am quite well." From MRS. Gipson, 15. Chariton Road, Plaistow, London, E., 1/1/08.

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SHIPPING.

ARRIVALS. ABANA, British str., 2,678, A. Bowden, 26th Aug - New York 28th June, Petroleum-Standard Oil Co. Benonos, British str., 1,932, Guy, 27th August

-Yokohama 20th Aug.-Gibb, Livingston Chrongshing, British str., 1,256, V. McC. Liddell, 27th August-Tientsin via Ports 19th August, General-Jardine, Matheson

EMPRESS OF JAPAN, British str., 5,940, E. Robinson, R.N.R., 27th August Vancouver Aug. 5th and Shanghai 24th Mails and General-Canadian Pacific Railway Co. HOPSANG, British str., 1,359, Jas. M. Hay, 27th August-Sourabaya 17th August, Sugar-Jardine, Matheson & Co.

JOHN HARDIE, British str., 2,816, McMillan, 26th August — New York 19th June, Kerosine Oil-Standard Oil Co. MEEFOO, Chinese str., 27th August-Canton. SUNGRIANG, British str., 987, G. H. Penne, father, 27th August-Iloilo 23rd August, Sugar-Butterfield & Swire.

CLEARANCES AT THE HARROUR MASTER'S OFFICE. 27th August.

Bengloe, British str., for Singapore, Chatham, British str., for Newcastle. Glenogle, British str., for Amoy. Kowloon, German str., for Tsingtau. Ewanley, British str., for Durban.

DEPARTURES. 27th August. BRASILIA, British str., for Shanghai, .. CHITURN, Chinese str., for Canton. GILBERT, French str., for K. C. Wau. HANOJ, French str., for K. C. Wan. BUPER, Brilish str., for Haiphong. JOHN HARDIE, British str., for Canton. NOBE, British str., for Shanghai. P. E. FLIEDRICH, German sir, for Shanghai. TAIBHAN, British str., for Saigon.

BHIPPING REPORTS. The British str. Cheongahing reports: variable weather latterly smooth sea and showery.

VESSELS IN DOCK.

ANZEDHEN DOCKS .- Haiching. ROWLOON DOCKS - Borsogon, Laisang, H.M.S. Whiting, Juleopolis, H.M.S. Robin. U.S.B. Albatross, Jopan, Shunke, Onsang. COSMOPOLITAN DOCKS .- Pocahontas, Iyo

VESSELS ON THE BERTH

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FOR BWATOW, AMOY AND FOOCHOW

HE Company's Steamship Capte in Rosch, will be despatched for the above. Ports TO DAY, the 28th inst., at 2 P.M. A reduction of 20 per cent. on First

Class Fores to Regalicand Replember. For Freight or Passage apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 25th August, 1908.

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THE Steamship

"JAPAN, Captain J. G. Olifent, will be despatched for the above Ports on MUNDAY, the 31st inst., at 4 r.m., instead of us previously

This stramer has superior accommodation for passeup ers, and is installed throughout with Electric Light, and carries a duly certified

For Freight or Passage, apply to DAVID SASZOON & Co., Ltd., Agents. Horgkorg, 28th August, 1908.

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FOR LONDON, HAMBURG AND

THE Steamship

#"FLINTSHIRE," Capt. G. C. Cundy, R.N.R., will be despatched for the above Ports on MONDAY, the 31st August, at 5 P.M. Surgeon and Stewardess carried. For Freight and Passage, apply to-

SHEWAN, TOMES & Co., Hongkeng, 28th August, 1908.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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"DELHI,"

Fis Majesty's Mails, will be despatched from this for Bombay &c. on SATUR.

DAY the 5th September at Noon, taking passengers and cargo for the above port in connection with the Company's 8.8 "Mongolia," 10,000 tons, from Colombo parsengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France in Tes for London (under arrangement will be transhipped at Colon to into the mail steame. proceeding to Marseilles and London, other eargo for London, &c., will be conveyed brone Bombay by the B.M.S. Egypt in London on the 17th October, 1908. Parcels will be received at this. Office until

4-P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to F. J. ABBOTT,

Acting Superintendent. Hongkong, 24th August, 1908.

ADVERTISED LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into F our Sections com nenting from Green Island. Vessels anchoring nearest Kowloon are marked 'k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Whart "k.w." together with the number denoting she section. SECTIONS.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard,

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١,	DESTINATION	vessel's names	PLAG & RIO BERTH	CAPTAIN	FOR PRHIGHT APPLY TO	TO BE DESPATCHED	
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!	TAKIDAN HAMDIIDA & ANDWEDD	MI Thimbren	n. i	0.00			
<u>.</u>	LONDON, HAMBURG & ANTWERP	FLINTSHIRE	Brit. etr ,	G. C. Cundy, R.N.B.	SREWAN, TOMES & Co.	On 31st inst., at 5 P.M.	١.
	LONDON, HAVIDE & ANT WEIGH A LONDON &c VIA USUAL PORTS OF CALL	GLENEOY	Brit. str —	T. Darke	McGregor Bros. & Gow	On 30th inst.	
·-	LONDON & ANTWERP VIA SING PORE, &c	NYANEA	Brit. str —	J. D. Andrews, B.N.R.	P. & O. S. N. Co.	On 5th Sept., at Noon.	l
	-DUNKIRK, ANTWERP & HAMBURG &c	SPEZIA	Brit. str k. w.	W. S. Drausnaw	P. & O. S. N. Co.	About 9th Sept.	Į,
	HARVE & HAMBURG VIA STRAITS, &c	AMBRIA	Ger. str k.w.	Rotzte	HAMBURG-AMERIKA LINIB	About Middle of Sept.	
e.	HAVRE & HAMBURG VI. STRAITS, &c	BRASILIA	Ger. str. k.w.	Deinal Schwinghammer	HAMBURG-AMERIKA LINIE	On 20th September.	۱,
	HAVRE & HAMBURG VIA-BTRAITS, &c	SILESIA	Ger. str. k.w.	v. Hoff	Hamburg-Amerika Linie Hamburg-Amerika Linie	On 4th October. On 18th October.	Ι,
	MARSEILLES. &c., VIA POBTS OF CALL	YARRA	Fr. atr	Sellier	MESSAGERIES MARITIMES	On 1st Sept., at 1 P.M.	
	Marseilles, London & Antwerp via Singapore, &c.	SANURI MARU	Jap. str	K, Homma	Nippon Yusun Kaisha	On 2nd Sept., at D'light	ŀ
	Marseilles, London & Antwerf via Singapore, &c	Awa Mabu	Jap. str	A. Keith	NIPPON YUSHN KAISHA	On 16th Sept., D'light	1:
	MARSEILLES, HAVRE & COPENHAGEN	CATHAY	Dan. str	*******************	MELCHERS & Co.	Middle of September.	ı
	MARSEILLES, ANTWERP & HAMBURG, &c	ELAVONIA	Ger. str k. w	Peter	HAMBURG-AMERIKA LINIE *	On 11th Sopt.	ı
	NAPLES, GENOA, ALGIERS, GIBBALTAR, &C	DEBTFLINGER	Ger. str.	G. Meiners	MELCHERS & Co.	On 9th Sept, at Noon.	;
	NEW YORK VIA PORTS & SUEZ CANAL	INDRAMAYO	Am. str.	****************	Shewan, Tomes & Co	On 19th Sept.	
	VANCOUVER VIA BHANGHAI JAPAN, &c	Emperso-of-Japan	Brit. str 1 m.			On 5th Sept., at 4 P.M.].
. '	VICTORIA, B.C., & SEATTLE, WASH., &c	LENNOX	Brit. str. 2 m.	700 014 101 001 111 111 111	CANADIAN PACIFIC B. Co	On 11th Sept., at Noon.	1
	VICTORIA, B.C., & SEATTLE, WASH., &C VICTORIAB.C. &TACOMAVIAKEELUNG&JAPAN	INVERIC	Jap, str	D. ISDIKATA	NIPPON YUSEN KAISHA	On 1st Sept., at 4 P.M.	C
	VICTORIA, B.C., & SEATTLE, WASH., &c	KAGA MARO	1 4 -	G S Tanasa	Dorwell & Co., Ltd	About 20th Sept.	
. ·	AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str 1 m.	O W Tid-	NIPPON YUSEN KAISHA	On 15th Sept., at 4 P.M.	. [
, .	AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str	T. Sekine	BUTTERFIELD & SWIRE	On 2nd Sept., at 4 P.M.	ļ
Þ	LUSTRALIAN PORTS VIA MANILA	MANILA	Ger. str°	J. Minssen	Malchers & Co.	On 4th Sept., at Noon.	1-
	AUSTFALIAN PORTS VIA MANILA	NIERO MARU	Jap. str	T. Harrison	NIPON YUSEN KAISHA	On 10th Sept., at 5 P.M. On 2nd Oct., at Noon.	
	VLADIVOSTOCK	LITUANIA	Rus. str	10 10 10 10 10 10 10 10 10 10 10 10 10 1	MZLCHERS & Co	On 3rd Sept.	
	YOKOHAMA AND KOBE	TRANSQUEBAR	Dan, str	A-1 1-1		On 15th Sept.	
8	KOBE & YOKOHAMA	KAMAKURA MARU	Jap. str	H. Fraser	NIPPKN YUSEN KAISHA	On 8th Sept.	ł
	NAGASAKI, KOBE & YOKOHAMA	NIEKO MARU	Jap. str —	T. Harrison	Nippon Yusen Kaisha	On 2nd Sept, at Noon.	ľ
	IAPAN set set site as	TJIPANAS	Dut. str	Pander	JAVA-CHINA-JAPAN LIJN	Quick despatch.	ı
٠٠.	CHINGWANGTAO, JAPAN, AMERICA, &o	OUESBANT	Fren.str		P. NALIN	On 5th Sept.	ŀ
•	TIENTSIN VIA SWATOW WEIHAIWEI & CHEFOO	CHEONGSHING'	Brit. str 1 m.	V. McClymont-Liddell	JARDINE, MATHESON & Co., LD.	On lat Sept., at Noon,	1
	TSINGTAU. CHEFOO & NEWCHANG	NANCHANG	Brit. etr.	Kennie	BUTTERFIELD & SWIRE	On 2nd Sept., at 4 P.M.	
,	SHANGHAI VIA SWATOW, AMOY & FOOCHOW	CHOSHUN MARU	Jap. str 2 h.		OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.	
	SHANGHAI, YOKOHAMA & KOBE	JAPAN	Brit. str	J. G. Olifent	DAVID SASSOON & Co., LTD	On 31st inst., at 4 P.M.	1
_	SHANGHAI, KOBE & YOKOHAMA	ERNEST SIMONS	Fren.str.	Girard		On 31st inst., at P.M.	1
0	SHANGHAI VIA NINGPO	Wingsang		H. G. Walker	JARDINE, MATHESON & Co., LD	On 2nd Sept., at Noon.	1
.' ,	SHANGHAI.	TOTOMI MARU	Brit. str —	T. H. Bide, B.N.R.		About 3rd Sept.	ĺ
•	SHANGHAI, MOJI & KOBE YOKOHAMA	LUTIOW	Ger. str	C. Dewers	MELCHERS & Co.	On 9th Sept. About 9th Sept.	
	SHANGHAI, YOKOHAMA & KOBE	SILESIA	Ger. str.	Belaffer	HAMBURG-AMERIKA LINIE	On 10th September.	1
	SHANGHAI, YOKOHAMA, KOBE, & MOJI	NAMBANG	Brit, str 1 m.	M. B. Lake	JARDINE, MATHESON & Co., LD.	On 8th Sept, at Noon;	
	SHANGHAI, MOJI, KOBE & YOKOHAMA	PERA	Brit. str.	W. W. Cooke. R.N.R.	P. & O. S. N. Co	About 12th Sept.	4
<u></u>	SHANGHAI YOKOHAMA & KOBE	SAMBIA		Müller	HAMBURG-AMBRIKA LINIE	On 16th Sept.	
	SHANGHAI	TJIMAHI	Dut. str	de Brouwers	JAVA-CHINA-JAPAN LIJN	Quick despatch.	
. ' -	ANPINE TIL SWATOW & AMOY	SHOSHU MARU	Jap. str 1 m.	Ijichi	OSAKA SHOBEN KAIBHA	On 2nd Sept.	
	TAMSUI VIA SWATOW & AMOY	DAIJIN MARU,		c I Sakurai	OSAKA SHOSEN KAISKA	On 30th inst., at 2 P.M.	
	AMOY NINGPO & SHANGHAI	YINGCHOW	Brit. str	Frazier	BUTTERFIELD & SWIRE	To-day, at 4 P.M.	
	SWATOW, AMOY & FOOCHOW	HAITAN		Roach		To-day, at 2 P.M.	-
'	SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	KUEICHOW	1	G. Hooker	BUTTERFIELD & SWIER	To-day, at 4 P.M.	1
ē.	MANILA	RUBI	Brit. str —	R. Almond		To-morrow, at Noon.	Į.
<i>;</i> ,	MANILA	PAMING	Brit, str 1 m.	A. W. Outerbridge		On 2nd Sept., at 4 P.M.	
		ZAPIBO	Brit. str —	T. Meyrick R. Rodger	JAEDINE, MATHESON & CO., LD. SHEWAN TOMES & Co.	On 4th Sept, at 4 P.M. On 5th Sept, at Noon.	·
ρ.	CERU & LLOILO	KAIFONG	Drit. str k. w.	Mathias.	BUTTANFIBLD & SWIFF	To-morrow, at 4 p.m.	
· `	KUDAT & SANDAKAN	Deserte.	Ges. str.	F. Sembill		Beginning of September.	1
t	SINGAPORE, CALCUTTA & COLOMBO		Brit. str	E.J. Tadd	JARDINE, MATHESON & CO., LD.	On 1st Sept., at 3 P.M.	
7	COTATO LANCOTOTA TATABLE ATO LE CILIT ATTUUM L	ARCONIA	Rus. str		MELCHERS & Co	On 2nd Sept.	-
	SINGAPORE, PENANG & CALCUTTA BOMBAY VIA SINGAPORE & COLOMBO	FOOKBANG	Brit. str	707 114 444 101 101 101	JABDINE, MATHESON & Co., LD.	On 12th Sept., at 3 P.M.	
	BATAVIA, CHERIBON, SAMARANG, &c	MOYORI MARU	Jap_str	J. Hands	NIPPON YUSUN KAISHA	On 4th Sept.	:
`]	The second state of the second	TATROTAGE \$1514) 11-114	Dut, str	I. J. van Emmerick	JAVA-CHINA-JAPAN LIJN	Quick despatch.	1
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٠	MADIALITH CALLED TT						.
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BREMEN NORDDEUTSCHER LLOYD. GERMAN LINES.

FOR	TO SAIL.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and Capt. MINSSEN	Thursday, 10th Sept., at 5 P.M.
KUDAT & SANDAKAN "BORNEO" Capt. F. Semeill	Beginning of September.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG ...) SHANGHAF, NAGASAKI, KOBE) and YOKOHAMA ... For further Particulars, apply to

"LUTZOW"

DERFFLINGER' . Capt. C. DEWERS

Wed'day, 9th Capt. G. MEINERS Sept., at Noon. About Wed'day, 9th September.

NORDDEUTSCHER LLOYD. MELOHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA. Slong tong. 28th August, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

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(Subject to Alteration), PROPOSED SAILINGS. R.M.S. LEAVE HONGEONG ABRIVE, VANCOUVER "EMPRESS OF JAPAN." 6,000 ... SATURDAY, 5th Sept. 26th Sept. " ... FRIDAY, 11th Sept. 16th Oct. "EMPRESS OF CHINA" 6,000 ... SATUEDAY, 26th Sept. 17th Oct. "MONTEAGLE" 6,163 " ... SATURDAY, 3rd Oct. 27th Oct. EMPRESS OF INDIA " 6,000 ... SATURDAY, 17th Oct. 7th Nov. "EMPRESS OF JAPAN" 6,000 , ... SATURDAY, 7th Nov. 28th Nov. * S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

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Hongkong to London, let Class vis Candian Atlantic. Ports or New York 271.10

Intermediate on Steamers? , £40, , . and lat Class Railways ...) First Class rate to Loudon includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Candian, Pacific direct Line.

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SHANGHAI.

STEAMERS TO BAIL. SHANGHAI, KOBE &7 "ERNEST SIMONS" On 31st Aug., P.M. **ЧОКОНАМА** Capt. Girard

" YARRA fOn 1st Sept., MARSEILLES VIA PORTS Capt. Sellier 1 P.M. "VILLE DE LA CIOTAT" On 14th Sept. SHANGHAI Capt. Barillon "AUSTRALIEN On 15th Sept., MARSEILLES, &c., ... Capt. Verron

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Hongkong, 27th August, 1908.

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KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU, AND YOKOHAMA.

Steamers.	Tons.	Captain,	Sai ing Date.
	7		The second of the second
INVERIC	4,789	Boyd	About 20th September.

These Steamers are specially fitted for the carriage of Asiatic Steamers Passengers.

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Hongkong, 18th August, 1908.

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Alsority, despatch-boat, 700 tons, 10 guns. 3000 h.p., Comdr. C. T. Fuller, Weihaiwei Astrica, 2nd class cruiser 4360 tons, 10 guns, 7000 i.h.p., Captain F. E. C. Ryan, Colombo to recommission Bedford, British cruiser, Capt. S. E. Erskine. R.N., Weihaiwei Bramble, gunboat, 710 tons, 900 i.h.p. Lieut. Comdr. Hon. R. O. D. Bridgeman, Wei-hai-

Britomart, gunboat, 710 tons, 900 h.p., Lieut,-Comdr. F. B. Noble, Yangtsze Cadmus, British sloop, 1070 tons, Comdr. B. L. Majendie, Hongkong

Clio, British sloop, 1070 tons, Comdr. C. D. S. Raikes, Hongkong Fame, torpedo-boat destroyer, 310 tons, 8 gans, 5700 h.p., Lieut-Comdr. Gresson, Weihaiwei

Flora, 2nd class cruiser, 4360 tons, 10 guns. 7000 i.h.p., Capt. Roland Nugent. Handy, torpedo-boat destroyer 295 tons, 6 guns, 4000 h.p., Lieut.-Comdr. W. H. Darwall,

Hårt, torpede-boat destroyer, 295 tons, 6 guns 4.000 h.p., Lieut.-Comdr. G. C. Dickens.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3900 h.p., Lt. Comdr. C. A. Freemantle: Weihaiwei Kent, armoured, 9800, tons, 14 guns, 22000 h.p., Capt. G. C. A. Marescaux, Weihaiwei King Alfred, British cruiser, Flag ship of

Lambton, Commander in Chief, 14100 tons. Capt. L. Clinton Baker, Weihaiwei Kinsha, river gunboat, 616 tons, Lieut.-Comdr. Sidney H. Tennyson, Yangtaze Merlin, surveying ship, 1090, tons, 6 guns, 1400 i.h.p. Comdr. F. H. Walter, Jesselton Monmouth, cruiser, 9800 tons, Capt. G. W.

Vice Admiral the Hon. Sir Hedworth

Smith, Weihaiwei Moorhen, river gunboat, 180 tons, 2 gans, Lieut.-Comdr. C. C. Walcott, West River Nightingale, river gunbout, 85 tons, 240 h.p., Lieut. Comdr. R. S. Roy, R.N., Yangteze Otter, torpedo-boat destroyer, 385 tons, 6 guns; 6300 i.h.p., Paid off

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut .- Comdr. J. White, Hongkong Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr H. R. Tickell, West

Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p. Liout Comdr. Alan Dixon, Yangteze Taku, torpedo boat destroyer, Bosn. Strath, Hongkong

Tamer, receiving chip, 4600 tons 6 guns. Rear Admiral Stokes, Hongkong Teal, river gunboat, 180 tens, 2 guns, Lient. Comdr. H. R. Godfrey, Yangtaze Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. T. Attlay, en route Weihaiwei Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut-Comdr. Stevenson.

Weibsiwei Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut.-Comdr. H. P. Douglas, Port Swet-

Whiting, torpedo-boat destroyer, 360 tons, 5 gune, 5,900 h.h., Lieut.-Comdr. J. Kiddle. Widgeon, gunboat 195, tons, 2 guns, 800 h.p. Lt-Comdr. John F. Knox, Yangtese Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Comdr. H. R. V. Cottrell Dormer,

Yapgisze Woodlark gunboat, 150 tons, 2 guns, 550 h.p., Lieut-Comdr. G. R Livingstone, Yangtere

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A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

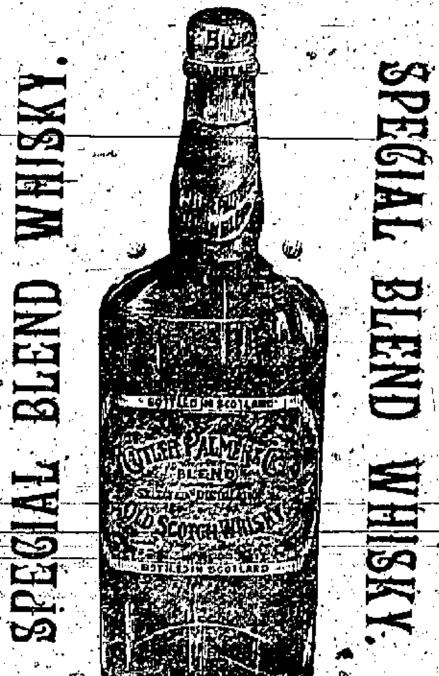
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HONGKO IG.

F. J. ABBOTT. Acting Superintendent. Frongkong, 28th, August, 1908

NAVIGATION CO.. LIMITED.

SAILINGS SUBJECT TO ALTERATION

SWATOW, WEIHAIWEI, CHEFOU)	STHAMERS TO SAIL.
and TIENTSIN	LUEICHOW " " On 28th Aug., 4 P.M.
AMOY, NINGPO and SHANGHAI CEBU and ILOILO	"YINGCHOW" On 28th Aug., 4 P.M. "KAIFONG" On 29th Aug., 4 P.M.
MANILA ZAMBOANGA. THURS.	I Amin'd On 2nd Sept., 4 P.M.
DAY ISLAND, OOKTOWN, CAIRNS, OWNSVILLE,	
BRISBANE, YDNEY, with C	* I "CHANGSHA" On 2nd Sept., 4 P.M.
NEW ZEALAND ADELAIDE	
FREMANTLE and PERTH	

TSINGTAU, CHEFOO & NEWCHWANG... * "NANCHANG" On 2nd Sept. 4 P.M.
MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Statercoms and Dining Saloon. AUSTRALIAN STEAMERS have superior accommodation with Electric Light through-

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NEXT SAILINGS FROM HONGKONG:

OUTWARD.	
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILESIA 10th Sept	
FOR SHANGHAI, YOKOHAMA & KOBE :	
S.S SAMBIA 16th September For Shanghai, Yokohama & Kobr	
S.S. SUEVIA 25th Septe	mber
5.5. SENEGAMBIA 10th O	stahar :
FOR SHANGHAI, YOKOHAMA & KOBE	•

HOMEWARD. FOR MARSEILLES, ANTWERP & HAMBURG: S.S. SLAVONIA ... 11th Sept.

FOR DUNKIRE, ANTWERP & HAMBURG: S.S. SPEZIA ... About Mid. of Sept. FOR HAVEE & HAMBURG: B.S. AMBRIA 20th Sept. FOR HAVRE & HAMBURG: S.S. BRASILIA ... 4th Oct. FOR HAVRE & HAMBURG: S.S. SILESIA ... 18th Oct.

Further Particulars, apply to-

SS BELGRAVIA ... 17th October

Hongkong, 21st August, 1908.

HAMBURG-AMERIKA Hongkong Office.



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PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

"CHOSHUN MARU" *† SHANGHAI via SWATOW. SATURDAY, 29th Aug., Capt. T. SURUGA at 10 A.M. * TAMSUI via SWATOW, ("DAIJIN MARU" SUNDAY, 30th Aug., Capt. I. SARURAI at 2 P.M. ANPING VIA SWATOW !"SHOSHU MARU' WED'DAY, 2nd Sept.,

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until Further Notice. * These new Steamers have excellent accommolation for First and Second Class Passengers and are fitted throughout with electric-light. First-class Cabins Amidships. Unrivalled Table

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Hongkong 28th August, 1908. -

T. ARIMA, Manager.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). * TIENTSIN: VIA SWATOW, CHEONGSHING Tuesday, 1st Sept., Noon.

* SINGAPORE.PENANG & CALCUTTA" LAISANG" Tuesday, 1st Sept., 3 p.w. 4 SHANGHAI VIA NINGPO...... "WINGSANG" ... Wed'day, 2nd Sept., Noon... * MANILA

** MANILA

** HAI, YOKOHAMA, KOBE & MOJI... "NAMSANG"..... Tuesday, 8th Sept., Noon.

** SINGAPORE, PENANG & CALCUTTA" FOOKSANG".... Saturday, 12th Sept., 2 P.M. RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "Kutsing," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

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Hongkong, 15th August, 1908.

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Darm.	SAILING I	 FOR	CAPTAIR	Тома,	S?HAM6HIP	-
g. Noon.	On 29th Aug	Manila	R. W. Almond.	2540	RUBI	
t. Noon	On 5th Sept.	Manila	R. Rodger	2540	ZAFIRO	
t., N	On 5th Sept.	 Manila	R. Rodger	2540	ZAFIRO	

SHEWAN, TOMES & CO., GENERAL MANAGERS. Hongkong, 24th August, 1908,

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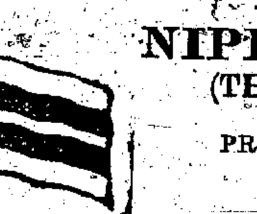
YOKOHAMA to LONDON and PARIS 23 DAYS HOMEWARD via MAGELLAN STRAITS: -Mexico, River Plate, Brazil, La Pallice, Liverpool. PROPOSED SAILINGS: = OUESSANT ... 5th Sept. = CEYLAN

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Hongkong, 26th August, 1908.



KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION

٠	DESTINATIONS.	STEAMERS		SAILING DATES 1	908
٠,	MARSEILLES, LONDON and	* • SANUKI MARU		WED'DAY 2nd	Re
,	I ALLE TERMINE VIN CERTAINS	LANT K HAMMA	Troma Clini)		
	PORE, PENANG,	AWA MARU	`	WED'DAY, 16th	Sai
	PORE, PENANG, COLOMBO, and PORT SAID	-Capt. A. Keith,	$-\mathbf{Tons}~6309~\}$	at Davlight	
	1 7 4 C 4 C 10 1 12 1 12 1 12 1 12 1 12 1 12 1 12	S IYO MARU		MITEODAY .	•
	SEATTLE, WASH, via	S IYO MARU Capt. S. Ishikawa,	73 0930	TUESDAY, 1st 8:	∍pt
	KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI,	C. WACLA MADIT	TORS 6320	., ат. 4 р. и.	.
٠,	MOJI, KOBE, YOKKAICHI,	§ KAGA MARU Capt. G. S. Lapraik,	m 0001	TUESDAY, 15th 8	3 o ∤
. !	SHIMIDZU and YOKOHAMA	Capi. G. S. Dipraik,	Tone east 1	at 4 P.M.	
!	SYDNEY and MELBOURNE,	YAWATA MARU	•	FRIDAY Ash Sont	0
Ì	I . In the second of the secon	Capit It Daying	Tons 3817	at Noon	119
	ISLAND, TOWNSVILLE)	NIKKO MARU	ìF	RIDAY, 2nd Oc	
	and BRISBANE (Capt. T. Harrison.	Tons 5559	at Noon	³⁰ *1
	NAGASAKI, KOBE and [NIKKO MARU	, T	VED DAY, 2nd Se	+
	YOKOHAMA	Capt. 1. Harrison.	Tons 5559	at Noon	P
	BOWRY AR SINGALOUS (I MOYORI MARU		TRIDAY (ALL	
	I and COLOMRO	Cant I Handa	**************************************		
_	KOBE and YOKOHAMA	KAMAKURA MARU	T (TESDAY REL	
		Capt. H. Fraser, / 7	lons 6126	September	
	IOMANGMAI, MOSI MIGH	T TOTOMA MARG		WEDNESDAY, 9	1.5
4	KOBE	Capt. M. Winckler.	Tong \34121	Santambar	
1	Fitted with Marconi's System Through Passenger Tickets is	of Wiveley Telegraph		4 4	
٠	Through Passenger Tiorate is	sured to the Peinsinel C	iya Nasali ya Subali il	I Cargo only.	
	and Europe, in connection with	the ARRAT MARK	TODA 10 the	United States, Cana	ıd8
	Steamers. Round-the-World T.	intere also isomed D	ARION BAL	UWAI and Atlan	tio
	1st and 2nd Class through Passen	ours have the antion of	tuninallina t	asani and Yokohan	na,
	For Further information as to	Graight Page no Gail:	preventing by	ELBU	·
ł	The second respective as to	Transfer, rusaska, Galiff	ուզես, σւօւ, դերի	by he the Compan	V S

Local Branch Office in Prince's Buildings, First Floor, Chater Road, KUSUMOTO, Hongkong 28th August, 1908, MANAGER, 356

ASIATICCO COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL. SWIDDISH EAST ASIATICCO., LD

PROJECTED SAILINGS FROM HONGRONG. SUBJECT 10 ALTERATION.

	DATE OF SALLING.
i	SINGAPORE, CALCUTTA & COLOMBO ARCONTA?
	VLADIVOSTOCK "LITUANIA"
ļ	1 NM
·	& COPENHAGEN
	OKOHAMA and KOBE "TRANSQUEBAR" On 15th Sept.
٠	
:	Hongkong, 28th August, 1908.
4	The state of the s

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

-1	N. Carlotte					
-	STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LUAVE FOR	ON OR ABOUT	
	TJIMAHI TJILATJAP	JAVA	Second half of Aug. Second half of	SHANGHAI	Second half of Aug.	
ı	TJIKINI	JAPAN JAPAN	Aug. First half of Sept.	JAVA JAVA	Second half of Aug. First half of	
l	TJIPANAS, TJILIWONG	JAVA JAVA	First half of Sept. Second half of	JAPAN	First half of Sept.	
	The Steamer	ra are all fitted there is	Sept.	JAPAN	Second half of Sept.	

oughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Notherlands-Indian ports on

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STEAMERS. Amigo, German str., 700, Frandsen, 26th Aug. -Pakhoi and Hoihow 25th Aug., General -Jebsen & Co.

ARNELL, British str., 2,433, Winsnow, 24th August-Whampoa 23rd August, Ballast -Bradley & Co. CHATHAM, British str., 2,316, A. J. Duff, 5th August-Callao 24th June,-Chinese.

CHIYUEN Chinese str., 1,171, C. Stewart, 26th August-Shanghai 21st August, General -Chinese CHOSHUN MARU, Japanese str., 1,204, Suruga, 24th August -Shanghai August 16th aud Swatow 23rd, General — Osaka Shosen

Kaisha CLAVERBURN, British str., 2,518, W. H. Sedon, 17th August-from Cardiff, Coals-Dodwell & Co. Daijin Maru, Japanese str., 1,000, I. Sakurai, 26th August-Tamsui via Amoy & Swalow

25th Aug., General-Osska Shosen Kaisha. FOOSHING, British str., 1,235, E. Woolley, 17th August-Wuhu and Chinkiang 11th Aug., Rice—Jardine, Matheson & Co. Forest Dale, British str., 2,833, Noall, 24th August-Samarang 10th August, Sugar-

Butterfield & Swire. GLENOGLE, British str., 2,399, Larking, 26th Aug.-Singapore 21st August, General-Chinese.

12th Aug.—Foodnow Aug. Vill, Amoy 10th; Swatow 11th, General-Douglas, Lapraik

HAITAN, British str., 1,183, J. S. Roach, 26th August-Foochow August 23rd, Amoy 24th and Swatow 25th, Tea and General-Douglas, Lapraik & Co. IYO MARU, Japanese str., 3,918, S. Ishikawa

23rd Aug -Japan & Shanghai 20th Aug. General-Nippon Yusen Kaisha. JAPAN, British str., 3,806, J. G. Olifent, 23rd August-Calcutta v a Straits Aug 8th and Singapore 18th, General-David Sassoon

KAIFONG, British str., 987, Mathias, 22nd Aug. -Cebu and Iloilo 18th August, General-Butterfield & Swire. KREMUN, British str., 9,069, Evans, 26th Aug. -l'acoma U.S A. 2nd August, General-

Butterfield & Swire. Korea, American str., 5,651, Andrew Dixon, 19th August-San Ffancisco 23rd July and Shanghai 16th August, Mails and General -Pacific Mail Steamship Co. Kowloon, German str., 1,720, A. Enigk, 22nd

August-Mororan and Swatow 21st Aug.; Beaus-Himburg-Amerika Linie. KULICHOW, British str., 1,787, G. Hooker, 23rd August -- Chefoo 17th August, General-Butterfield & Swire.

LAISANG, British str., 2,224, E. J. Tadd, 20th July-Calcutta July 5th, and Singapore 15th, General-Jardine, Matheson & Co. LAUSCHAN, German str., 2,05.; Sperling, 25th Aug.—Moji 17th Aug., Coal—Jebsen & Co. LENNOX, British str., 2,574, F. McNair, 24th August-Vancouver 27th July and Shang. hai 20th August, General-C. P. R. Co.

August-Bangkok 17th August, Rice-Butterfield & Swire LOONGSANG, British str., 1,092, S. J. Payne, 24th August-Manila via Amoy 23rd Aug. General-Jardine, Matheson & Co. MACDUFF, British str., 1,228, C. M. Burch, 17th August — London and Singapore 11th

LOCKSUN, German str., 1,030, W. Taubert, 25th

August, General Dodwell & Co. MANILA, German str., 1,108, J. Minssen, 21st August-Sydney 30th July, General-Melchers & Co. MEEFOO, Chinese str., 1,338, Fricart, 22ndAug.

-Shanghai 18th Aug., General-Chinese, ONSANG, British str., 1,787, F. Wheeler, 14th August-Moji 8th August, Coal-Jardine, Matheson & Co. PAKLAT, German str., 1,018, J. Wenzel, 18th August-Swatow 17th August, General-Butterfield & Swire.

PHEUMPENH, British str., 1,065, Scott, 26th August-Saigon 21st August, General-Chinese. QUARTA, German str., 1,852, H. Madsen, 15th

Aug.-Pulo Pukum 9th Aug., Old-Iron Tanks-Sandor, Wieler & Co. RAJABURI, German str., 1,189, H. Bremer, 22nd August-Bangkok via Holhow 15th August, Rice and Wood-Melchers & Co. RAJNAR, Norwegian str., 1,200, Augensen 17th August-Rajang 10th August, Timber-

Rubi, British str., 1,611, R. W. Almond, 24th Angust - Manila 22nd August, General-SAMSEN, German str., 998, E. Schmitz, 24th August-Swatow 23rd August, General -

Butterfield & Swire. SEXTA, German str., 1,642, Desler, 12th August -Wakamatsu 5th August, Coal-Siemssen & Co.

SPIR: Norwegian str., 870, Horn, 18th August -Swatow 17th August, General - Asguard,

STRATHENDRICK, British str., 2,843, J. R. Stewart, 7th August - New York via Durban 28th May, Case Oil and General-Dodwell & Co. SWANLEY, British sir., 2,908, W. E. Steele,

19th Angust-Ching-wan-tao 18th August .-Gibb, Livingston & Co. Тлімані, Dutch s r., 2,4 9, J. Bonman, 22ad August-Batavia 27th July, and Macassar 14th August, General-Java-Ching Japan

UJINA MARU, Japanese str., 3,248. M. Hori, 23rd August - Kobs and Moj. loth August, Coal and General-Mitsui, Bussin Knisha. VICTORIA, Swedish str., 989, Thor Eckert, 22ad Aug.-Kohsichang 15th Aug.-\agaard. Thoreson & Co.

-Yingchow, British str., 1,2'6, Frazer, 24th August - Shanghai 20th August, General -Butterfield & Swire. SAILING VESSELS.

ECLIPSE, British 4-masted bark, 2,963; James White, 18th Aug.-New York 26th April, Case Oil-Standard Oil Co. June—San Francisco 5th April, C. se Oil—

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The str. Saint Patrick left New York on the

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